

Coast Guard

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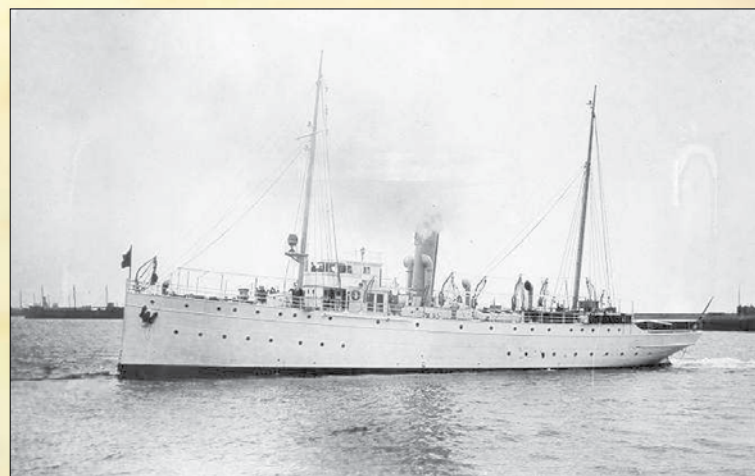
Out of the history books

CGC Tampa, WWI

Based in Gibraltar, the Coast Guard Cutters Tampa, Seneca, Yamacraw, Ossipee, Algonquin and Manning made up Squadron Two of Division Six of the Atlantic Fleet Patrol Forces. Their mission was to protect convoys from submarine attacks. In a little more than a year, Tampa escorted 18 convoys, comprising a total of 350 vessels, through the U-boat infested waters from Gibraltar to Britain. Tampa's record during this period was outstanding. Tampa was never disabled, and its one request for repairs had been on two minor items, despite its spending more than 50 percent of its time at sea and steaming an average of 3,566 miles a month.

On Sept. 26, 1918, the day of the Franco-American attack in the Argonne, Tampa was escorting convoy HG-107 from Gibraltar to Milford Haven, Wales. During the late afternoon, Tampa parted company with the convoy, which it had just escorted into the Irish Sea. Ordered to put into Milford Haven, Tampa proceeded independently toward its destination. That evening, as it transited the Bristol Channel, the warship crossed the sights of the German U-boat, UB-91. The U-boat made a submerged attack that sank Tampa with a single torpedo.

It appears that the action took place sometime between 8:30 and 9 p.m. Ships in the convoy lost sight of the cutter as it slipped over the horizon at about 7 p.m., and the radio operator aboard the convoy flagship reported having felt the shock of an underwater explosion at about 8:45 p.m. Furthermore, German records of UB-91's war cruise specifically identify a ship very closely approximating Tampa as the ship UB-91 sank "at evening twilight" on Sept. 26. In all probability, Tampa went down rapidly without ever seeing its adversary or bringing its defenses into action. Tampa sank with all hands, 131 officers, crew and passengers. Search and rescue efforts over the succeeding three days turned up only some



wreckage, clearly identified as coming from Tampa. Two bodies in U.S. naval uniforms later washed ashore. No survivors were ever found. Tampa's name was struck from the Navy list as of the date of its sinking.

The dead included 111 Coast Guardsmen, four U.S. Navy men, a captain of the British Army, ten seamen of the Royal Navy, and five civilian employee dock workers. Adm. William S. Sims, the senior U.S. naval officer on duty in Great Britain, received the following letter from the Lords of the British Admiralty:

"Their Lordships desire me to express their deep regret at the loss of the USS Tampa. Her record since she has been employed in European waters as an ocean escort to convoys has been remarkable. Appreciation of the good work done by the USS Tampa may be some consolation to those bereft and Their Lordships would be glad if this could be conveyed to those concerned."

The authorities were able to identify one of the bodies that washed ashore as being Coast Guard Seaman James Marconnier Fleury, but the other was never identified. They were both buried with full military honors at Lamphey Churchyard, a small country churchyard in Wales. Fleury's family later brought home his body and buried him in a cemetery in Long Island, N.Y., but the unidentified Coast Guardsman still rests in Lamphey Churchyard. Local citizens care for his grave to this day.

Information and photo provided by the Coast Guard Historian, G-IPA-4

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Homeland Security

On The Cover



HS3 Travis Tolbert, corpsman, CGC Sherman, holds a child after an examination during a Medical Community Aid Project in Thailand. Officers and crew of the Sherman are participating in Cooperation Afloat Readiness and Training with the U.S. Navy. CARAT is an annual series of bilateral maritime training exercises between the United States and six Southeast Asia nations designed to build relationships and enhance the operational readiness of the participating forces.

Photo by PA2 ZAC CRAWFORD, USCGR

THE EAGLE HAS LANDED

The CGC Eagle moored at the Integrated Support Command Boston next to the CGC Seneca for the weekend. The Eagle arrived August 11 and departed August 14. Taken as a war prize by the United States in 1946, the Eagle now provides a platform for future Coast Guard officers to apply navigational, engineering and leadership training they received at the Coast Guard Academy to real-life challenges at sea.

Photo by PA2 Luke Pinneo, 1st Dist.



SHOW OFF

A helicopter crew from Coast Guard Air Station Atlantic City, N.J. conducts a search and rescue demonstration during the Atlantic City Airshow Aug. 23. Two HH-65C Dolphin helicopter crews from Air Station Atlantic City and one HH-60 Jayhawk helicopter crew from Air Station Cape Cod, Mass., conducted simultaneous rescue demonstrations for the crowd in attendance. The airshow also included an HU-25 Falcon rescue jet from Air Station Cape Cod.

Photo by PA1 Kyle Niemi, PADET Atlantic City



FIRST OF THE LINE

The soon-to-be Coast Guard Cutter Bertholf (WMSL 750), more than 60 percent complete and painted in Coast Guard colors, was launched into the water at the Northrop Grumman shipyard, Pascagoula, Miss., Sept. 29. The Bertholf will be the first National Security Cutter to enter service under the Coast Guard's Integrated Deepwater System initiative. Deepwater is the largest and most innovative acquisition in the Coast Guard's history. At full implementation, Deepwater includes three classes of new cutters and their associated small boats, upgraded legacy cutters, a new fixed-wing manned aircraft fleet, a combination of new and upgraded helicopters and both cutter-based and land-based unmanned air vehicles.

Photo by Gordon Peterson, Northrop Grumman



ALL COAST



▲ **Hard To Port** The crew of the CGC Rush, homeported in Honolulu, maintains a safety zone around the Singapore-flagged vessel Cougar Ace while salvage crews determine how to stabilize the disabled and listing vessel. The Cougar Ace was 230 miles south of the Alaskan Aleutian Islands, where the crew of 23 were rescued by Coast Guard and Air Force helicopters after the 60-degree listing of the ship occurred. Salvage crews were able to tow the ship to Dutch Harbor, where crews righted the vessel, stabilized its cargo of automobiles and then towed it to Portland, Ore., for further repairs and off-loading of the vehicles.

Photo by PA3 Christopher McLaughlin, PADET Kodiak



◀ **Sea Horses** Coast Guard crewmembers, MK1 Dominic Montessi, left, BM1 Hans Schultz and Lt. Cmdr. Dana Reid, from Sector Field Office Eastern Shore, Va., maintain a security zone while watching wild ponies swim across the Assateague Channel during the 81st annual Chincoteague Pony Swim July 26. More than 30 thousand people came to watch the ponies make the swim and to attend the internationally recognized Pony Penning and Auction of the horses to help raise money for the Chincoteague Volunteer Fire Company.

Photo by PA3 Kip Wadlow, 5th Dist.

▲ **Commander-in-Chief** President of the United States George W. Bush speaks at the Integrated Support Command Miami to an audience of about 300 people July 31. The crew of the CGC Valiant is shown in the background. The President spoke about the economy, the crisis in the Middle East, immigration policies and the importance of the Coast Guard to the Port of Miami. Following his remarks the President accompanied Adm. Thad Allen, Coast Guard Commandant, aboard the CGC Gannet for a tour of the Port of Miami.

Photo by PA1 Dana Warr, 7th Dist.

Coast Guard

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► **Kingpin Strikes Out** On Monday August 14, the Coast Guard apprehended the suspected drug cartel kingpin Fransisco Javier Arellano Felix in an interagency operation off the coast of Baja California, Mexico.

At the request of the Drug Enforcement Agency, and based on prior law enforcement work and intelligence information, the crew of the CGC Monsoon intercepted a 43-foot recreational boat.

The boarding team discovered 11 individuals, three minors and eight adults, who were placed under arrest due to outstanding warrants.

Upon returning to San Diego, the Coast Guard then transferred custody of individuals to the Drug Enforcement Agency.

Photo by PA1 Anastasia Devlin, PADET San Diego



► **Well Done** Still in his protective defense suit, BM1 Michael Brown cools under an open window Aug. 17 during a training class at Sector Boston. The nearly two-week-long training program focused on instilling law enforcement and homeland security tactics. The class was comprised of approximately 20 students, the majority of whom were reservists from various units in the area. For some students this was their first time through law enforcement training, while for others it served as a 'refresher' of previously learned skills. The training culminated on the final day with the students being sprayed directly in the face with pepper spray, then using the tactics they learned from the training to fend off a role-played assailant.

Photo by PA3 Etta Smith, 1st Dist.



▲ **Grand Welcome** The stern-to-stern tandem of the CGC Alder and CGC Mackinaw drew the curiosity of the public along the waterfront of Grand Haven, Mich., July 31 during the kick-off of the Coast Guard Day celebrations. Each year Grand Haven, also know as Coast Guard City USA, holds a week-long festival of events to celebrate the Coast Guard's birthday.

Photo by PA3 Bill Colclough, 9th Dist.

*Air Force ECMO
team speeds to
Puerto Rico to save
the life of a Coast
Guard lieutenant's
infant son*

Wings And a Prayer

**Story by Staff Sgt. Matthew Rosine
Air Force Print News**

Seth and Stephanie Parker held each other's hands and waited. As the plane touched down at 12:05 a.m., July 22 at Lackland Air Force Base, Texas, they smiled at each other and looked at their son.

Four-day-old Stuart lay across from his parents on a medical cart surrounded by doctors, nurses and medical technicians. He was the newest patient for the Extracorporeal Membrane Oxygenation, or ECMO, team that was double- and triple-checking everything to ensure he was ready for the next leg of his journey.

Shortly after his birth, doctors told the Parkers that moving Stuart from the third floor

of the Hospital Auxilio Mutuo in San Juan, Puerto Rico, could be fatal. But now here he was — being loaded off a C-17 Globemaster III into an ambulance headed for Wilford Hall Medical Center.

"Once we landed, I knew everything was going to be alright," Stephanie said.

One hundred and six hours and 19 minutes earlier, Stuart Scott Parker was born. He was 20.5 inches long and weighed 7 pounds, 13 ounces.

His proud papa, a U.S. Coast Guard lieutenant stationed at Sector San Juan, stared into the hazel eyes of his second child. Stuart has a 2-year-old sister, Sydney.



◀ **JOINT SERVICE SAVIORS** Army Lt. Col. Mark Croley, far left, a neonatal doctor, Air Force Lt. Col. Christopher Coppola, a pediatric surgeon, and Air Force Maj. Melissa Tyree, a neonatal doctor, prepare 3-day-old Stuart Parker for surgery to place him on a transportable Extracorporeal Membrane Oxygenation (ECMO) unit, July 21. An Air Force ECMO team from Wilford Hall Medical Center, Lackland Air Force Base, Texas, flew to San Juan, Puerto Rico, to transport the baby back to the United States for more advanced care. Stuart is the son of Coast Guard Lt. Joseph and Stephanie Parker.

▼ **SAVING STUART** Senior Airman Kris Vensel, a respiratory therapist, attaches probes to monitor the heart of Stuart Parker after he was placed on a transportable Extracorporeal Membrane Oxygenation (ECMO) unit, July 21.



▲ **ECMO EXPLAINED** Maj. Melissa Tyree discusses Extracorporeal Membrane Oxygenation procedures with Coast Guard Lt. Seth Parker. Tyree is a neonatal doctor and the team chief of the Air Force ECMO team that flew to San Juan, Puerto Rico, to treat Parker's son, Stuart, after he developed persistent pulmonary hypertension — a condition that didn't allow his lungs to work properly.





Photo by Master Sgt. Scott Reed, USAF

▲ PRE-MOBILE MONITORING Air Force Lt. Col. Kirk Milhoan, a pediatric cardiologist, checks the heart function of Stuart Parker prior to the baby being placed on a transportable Extracorporeal Membrane Oxygenation unit, July 21. Comprised of Air Force medical specialists from Wilford Hall Medical Center, Lackland Air Force Base, Texas, the ECMO team flew to San Juan, Puerto Rico, to transport the son of Coast Guard Lt. Joseph and Stephanie Parker back to the United States for more advanced care. The team is the only institution in the world with the capability to do ECMO on a worldwide basis.

Everything had gone perfectly. It was a “perfect” pregnancy — no problems at all. It was a “perfect” cesarean delivery. Stuart had even received a 9.9 out of 10 on his Apgar score, the quantitative rating test used to measure the vital signs of a newborn.

Holding his crying son for a few brief moments, he handed Stuart back to the nurses who began their usual newborn care. Stephanie, still recovering from the delivery, wasn’t able to hold him yet.

About two hours later, the Parkers received the news that every family dreads after the birth of a child — there was a serious problem.

“We were all just in shock,” Stephanie said. “It was all such a surprise, even to my doctor.”

At first, doctors thought Stuart had pneumonia. He was moved to the neonatal intensive care unit for observation. Later that evening, the Parkers learned that Stuart’s lungs were not working properly.

The baby was moved to the Hospital Auxilio Mutuo, another

local hospital, where he received what the doctors called a “miracle gas” treatment. This nitrous oxide gas system stimulates the lungs to help patients breathe on their own.

“I left that night with a great feeling,” Seth said. “I told my wife he was showing great signs of improvement — it looked like it was working.”

But the next morning Seth got an urgent call to sign the paperwork for a blood transfusion. It was then that he discovered his son had battled through a roller coaster night. His oxygen levels plunged dramatically. Stuart had fought for nearly two hours to restore them — only to crash again 20 to 30 minutes later.

After signing all the paperwork and not being allowed to see his son, the lieutenant, a search and rescue controller, drove to the hospital his wife was in, about five minutes away.

As he was coming up to see her, Stephanie was getting out of the shower. The phone rang. It was around 11 a.m. and Stuart was

now 21 hours old.

The voice on the other end delivered the news — the Parkers needed to come to the hospital right now to say goodbye — their son was going to die.

“It was ultimate shock,” Stephanie said.

Minutes later, still recovering from the previous day’s surgery, Stephanie walked through the lobby of her son’s hospital in pajamas and slippers, her hair still dripping wet from the shower she had just taken.

Stuart’s hospital, while one of the best facilities in Puerto Rico, couldn’t provide him with the care he needed. The doctor said the next step for Stuart would be ECMO.

The ECMO machine provides partial heart-lung bypass to infants and children suffering from severe cardiopulmonary failure. It is made to do the work of the heart and lungs — to oxygenate the blood. This procedure is accomplished by surgery on the baby’s throat that takes blood from the patient to a “lung” where it is filled with oxygen

and then returned to the patient.

Because there are no ECMO machines in Puerto Rico, one of the doctor’s colleagues suggested the Wilford Hall Medical Center’s ECMO team. Among all ECMO teams around the globe, the Wilford Hall team is unique.

Since it was created in 1985, Wilford Hall’s ECMO team has treated 172 patients; 63 required transport on the ECMO system. According to Wilford Hall officials, less than 20 percent of patients who need it would survive without ECMO treatment.

“We remain the only institution or team in the world with the capability to do ECMO — transportable ECMO — with the geographical distribution that we can do,” Maj. Melissa Tyree, a neonatal doctor said. “In short, we are the only worldwide ECMO team.”

After evaluating Stuart’s condition over the phone and determining he was a good candidate, the emergency response Airmen answered one of the Parkers’ prayers.

They would arrive within the next 24 hours.

The team arrived in a C-17 Globemaster III at 3:07 a.m. on July 21 at MuAir National Guard Base, Puerto Rico. Stuart was now 85 hours and 21 minutes old.

“I knew they were coming but I didn’t expect so many of them,” said Lorena Malarat, a respiratory therapist at the Hospital Auxilio Mutuo.

The Lackland AFB team always travels with extra people to fill every position on the team — just in case. “I think it is great so many people getting together for the welfare of a baby,” Malarat said.

At 3:40 p.m., Lt. Col. (Dr.) Christopher Coppola, an ECMO surgeon, made the first incision in preparation for transferring Stuart to the mechanical ventilator.

“We are just blessed,” Stephanie said. “It is a major miracle that he is even alive. We are just saying our prayers that everything will go well on the flight back to San Antonio.”

At about 7:30 p.m., Stuart Parker and the ECMO team left Puerto Rico.

Despite most of the ECMO team working without sleep for more than 30 hours, they maintained a

constant vigil over Stuart and the life-giving machines keeping him stable.

“It is blowing me away,” Seth said. “My particular job in the Coast Guard is a search and rescue controller — being on the other end of the stick and providing assistance and rescue where needed to people in life-threatening events. To be on the receiving end, particularly from another branch like the Air Force, is truly amazing. I can’t be thankful enough.”

“He is truly a miracle son. Hopefully one day we’ll be able to make him proud to say that the military saved his life,” Seth said.

“I owe it to the fellow men and women in the military — they have truly made me proud to be a member of this joint force.”

“The humanity and professionalism displayed by Lt. Col. Kirk Milhoan and his team of physicians, nurses, aircrew and technicians personified what is

best about our military,” Capt. James Tunstall, the Sector San Juan commander, said. “They saved the life of a young child while gaining our peoples’ admiration and respect.”

Sector San Juan medical officer Lt. Mark Osborn said that the combined efforts of the Coast Guard, Air Force and local hospital professionals allowed for the flawless execution of this complex logistical operation and credits HS1 Chuck Anderson with coordinating the logistical issues.

“Anderson orchestrated this very complex series of events. There were multiple persons involved, but he’s the one who made it happen the way it ought to have happened,” Osborn said.


“Lt. Col. Milhoan conveyed to me that their motto is, ‘we never leave a child behind.’ That was evident in their heartfelt care of young Stuart, and Sector San Juan is forever grateful,” Tunstall said. 



Photo by Master Sgt. Kimberly Yeargan-Slers, USAF

▲ PARKER FAMILY PORTRAIT Lt. Seth Parker poses with his wife Stephanie, two-year-old daughter Sydney and two-month-old Stuart in the family’s temporary quarters near Wilford Hall Medical Center in San Antonio, Texas. An Extracorporeal Membrane Oxygenation team from nearby Lackland Air Force Base, flew to San Juan, Puerto Rico, to provide the care needed to save Stuart’s life. Following a two-month stay in Texas, the Parkers are returning to Puerto Rico with a recovering Stuart.

CGC Sherman participates in Cooperation Afloat Readiness and Training with the U.S. Navy and six Southeast Asia nations

CARAT

Story and Photos by PA2 Zac Crawford, USCGR

The CGC Sherman, homeported in Alameda, Calif., completed the final leg of the 12th annual Cooperation Afloat Readiness and Training exercise series in the Philippines recently. CARAT, which took place over a period of three months, is a sequential series of bilateral military exercises between the U.S. Coast Guard, U.S. Navy and the militaries of Indonesia, Malaysia, the Philippines, Singapore, Thailand and Brunei. The numerous phases of this regularly scheduled exercise are designed to enhance operational cohesiveness between the participating forces in skill areas of mutual benefit.

Other than the military interaction events, this training cruise also focuses on relationship building between the countries through hands-on community relations projects as well as medical and dental community aid programs.

The training conducted during in each phase varies based on the individual desires of the host nation. It

is common to exercise events that focus on communications and maritime law enforcement. Examples of other training conducted by the Coast Guard during CARAT include weapons exercises, boarding team training and small boat operations. In addition, each phase includes a tactical 'free-play' scenario where U.S. and host nation ships operate together in teams to complete various operational training missions.

The CARAT task group, under the direction of U.S. Navy Commander, Destroyer Squadron 1, Capt. Al Collins, is made up of the Sherman, dock landing ship USS Tortuga (LSD 46), guided missile destroyer USS Hopper (DDG 70), guided missile frigate USS Crommelin (FFG 37) and the rescue and salvage ship USS Salvor (ARS 52).

According to 7th Fleet Public Affairs, approximately 1,400 U.S. personnel took part in CARAT 2006. The number of participants in CARAT partner countries varies.



Target Practice

▲ Seaman Christian Frye, CGC Sherman, plays a role during a recent boarding exercise with an Indonesian Navy boarding team in which the Law Enforcement Division from the Sherman worked with the Indonesians on tactical techniques and procedures.

► ETC James Stolle, CGC Sherman, calls the bridge while hanging onto the "killer tomato," a floating target that was used during a joint gun shoot with the Indonesian Navy.

Team Work

◀ BM2 Eric Risner, Law Enforcement Division, CGC Sherman, and Malaysian boarding team members from the Malaysian coast guard plan a boarding exercise during the Malaysia Phase of CARAT.





CHILDLIKE WONDER

A local school girl takes time out to sample a bit of country music during a local Medical Community Aid Project during the Malaysia Phase of CARAT.

EMBRACING THE CAUSE

STORY AND PHOTOS BY PA2 ZAC CRAWFORD, USCGR





It was already a muggy 85 degrees outside, and the Southeast Asian sun had barely popped up over the horizon. The vans are loaded with corpsmen and doctors from the Coast Guard and the Navy. One doctor puts a headphone into his ear from his music player letting the other dangle by his neck. “O’Fortuna,” from the opera, *Carmina Burana*, begins to pour from the other ear piece. One corpsman, a heavysset blond from Hawaii, pinched against the window in the back of the van, sips his coffee as he scribbles down notes to plan out the day’s events.

The sole Coast Guard corpsman, HS3 Travis Tolbert, decked out in his scrubs and white tennis shoes, leans against the foggy window and talks quietly with the dentist from the Navy about what they had planned for the day. This is how every day began this week for these medical professionals. This is what they live for. They were heading to a small unmapped village outside of a military base in Indonesia to provide much needed health care.

Coast Guardsmen from the CGC Sherman and Navy sailors participating in the Cooperation Afloat Readiness and Training exercise spent a great deal of time during the deployment volunteering and working events such as the Medical and Dental Community Aid Projects as described above, as well as numerous community relations events that took place in five different countries.

ET1 Sarah Baker from the Sherman, an always willing volunteer for both kinds of projects, enjoyed sharing her time off to help with these kinds of events.

“I think it’s a good time and a chance to meet new people. I like interacting with the children. I like hearing their stories, where they come from, how they live, what they’re learning, and if there is a language barrier, just getting a sense of their unique personalities. For the host nations, it’s a good opportunity to see the Coast Guard less as an ‘agency’ and more as a group of people who probably joined because they wanted to make a positive difference in the world,” said Baker. “For individual Coasties, I think it’s important to step outside our

HELPING HANDS

◀ GM1 Fred Ambriz, CGC Sherman, helps a student with his school work during a community relations event as part of the Thailand phase of CARAT. Officers and crew of the CGC Sherman are participating in Cooperation Afloat Readiness and Training, with the U.S. Navy and six Southeast Asian nations.





comfort zone and actually spend time with the real people of the different regions we visit.”

When asked if there was any particular event or person she met during the MEDCAPs and community relations events that had an impact on her, she recalled several events that she said she’ll remember forever.

“At the Redemptorist School for the Blind in Pattaya, Thailand, there was one little girl who really clicked with me, but neither of us could speak the same language. I figured I should try to sing to her, so I began singing the ‘Itsy Bitsy Spider,’ and to my delight and surprise she sang along with me! She couldn’t speak any English at all, but she knew that song, and ‘Happy Birthday’ and ‘Sing a Song’ from Sesame Street.”

Baker recalled, “At the Pattaya Orphanage, I remember walking into the baby room and just being floored by the sheer number of little tiny toddlers running around with little balloons taped to their heads while songs from ‘The Wiggles’ played on a CD. It was like Baby Heaven. There were nuns sitting on the floor playing with the kids, but one little guy was sitting in the middle of the room, just looking around blankly.”

“One of the other COMREL volunteers told me she thought something was wrong with the little boy - he wouldn’t engage with the others or even look up at anyone. I told her I thought he was just tired. I picked him up and, sure enough, he fell right to sleep on my shoulder.”

Aside from the children who were

entertained and cared for by the U.S. volunteers at the COMRELs, there were a huge amount of local people who were aided during the MEDCAP/DENCAP events.

The MEDCAP events, usually initiated and organized by the U.S. Navy and the host nation’s militaries, also made up a good part of the events held through the duration of the CARAT exercise.

These events, held in each country, involved more than twenty medical officers, corpsmen and non-medical volunteers at any given event. Their mission was to accept patients on a walk in basis, perform medical and dental examinations, and treatments, and provide medications.

The ailments and injuries these sailors, Coasties and volunteers saw differed in each country. Some patients suffered fairly straightforward illnesses such as colds or migraine headaches, while others had more advanced injuries and health issues such as broken bones, while some were HIV positive

HAVING A BALL

◀ IT3 Rick Paauwe, CGC Sherman, scoops up a few kids after playing soccer with them during a community relations event.

and needing medication.

Tolbert, one of the two corpsmen aboard the Sherman, talked about the impact he and the rest of the medical and dental team had on the numerous patients who came to them for help during these events.

“It’s all about taking care of people,” explained Tolbert. “The best thing about participating in a MEDCAP and DENCAP is seeing American service members helping disadvantaged people. A lot of people have mixed views about Americans, but we are here making their experience a positive one. We’re rendering people care that don’t have a chance to get medical care. It’s a great thing.”

When asked to describe a typical day at some of the places he’s worked while on this deployment, he said there is no day that’s ever the same.

“Indonesia and Thailand were probably the busiest we’ve ever been since things started a few months ago. Patients were lined up out the door. We examined and treated more than 2,000 children and adults in one day in Indonesia. We would start our day around 5:30 in the morning and would go until 7 at night.”

Like Baker, Tolbert also had some memorable moments that he said he’ll remember for a very long time.

“I will definitely have stories to tell my kids and grandchildren like my grandpa did for me,” Tolbert said. “Things like how I showed up to a rural village set deep in a jungle in the middle-of-nowhere Thailand. When you arrive on site, people are washing their faces in the same river they wash their clothes in. You just want to help them, not feel sorry for them, but help them.”

“I had one patient; this real sweet older woman who was approaching her golden years who



SHARED MOMENT

◀ ET1 Sarah Baker, CGC Sherman, spends some quality time with her new friend during a recent community relations event. Children from the Pattaya Redemptorist School for the Blind were visited by Coasties during a COMREL event as part of the Thailand Phase of CARAT where Coast Guardsmen and U.S. Navy sailors help the children in their classrooms and played a variety of games designed specifically for blind children.

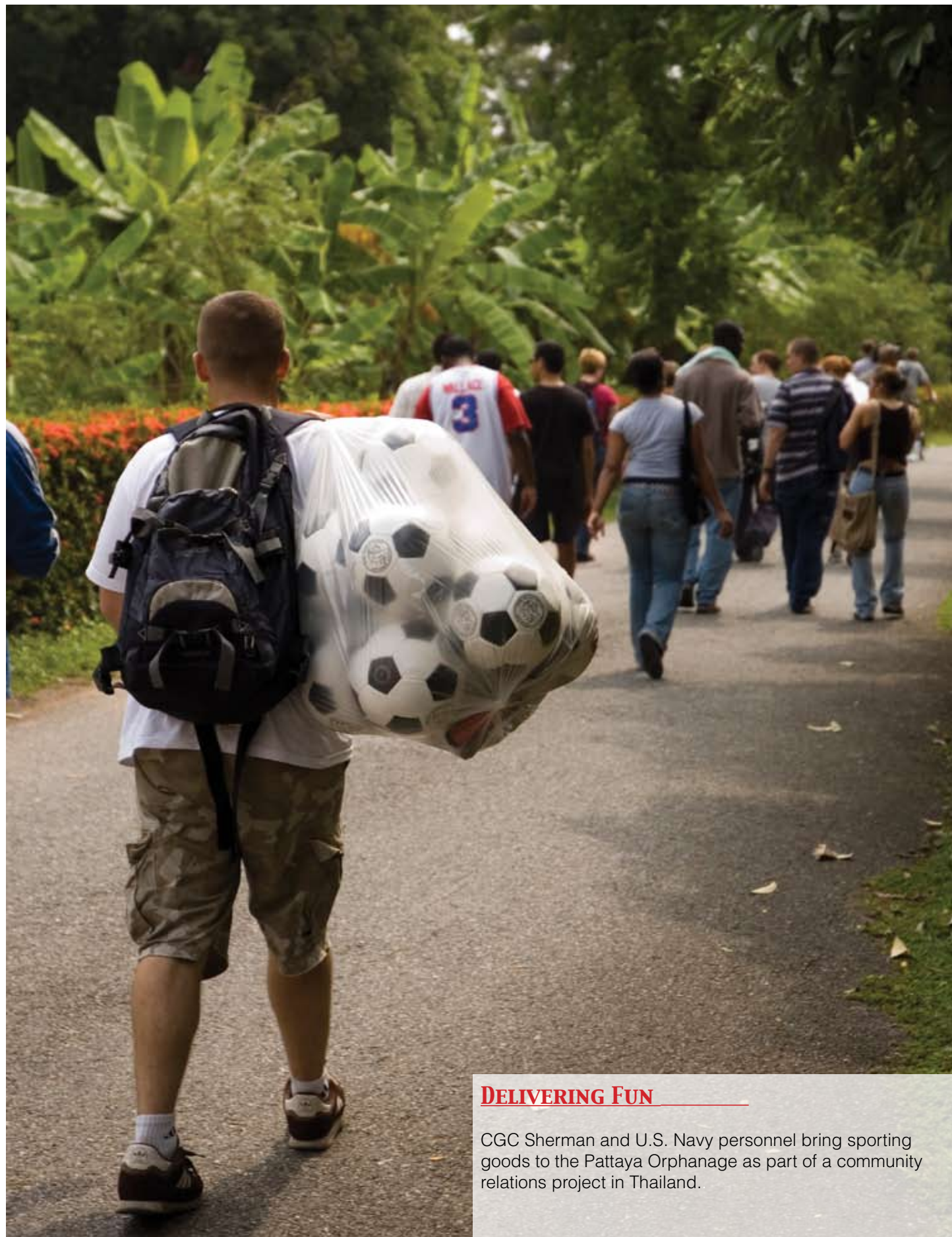


CHILD’S PLAY

◀ IT3 Rick Paauwe and ET1 Jake Lachowsky, CGC Sherman, play games with some school children at a community relations event.

“I’ve told these people since this deployment started, this is something that is stressful and you work long, hard hours, but 50 years from now I’ll still be telling people the stories of when we helped people in Southeast Asia.”

— HS3 Travis Tolbert, CGC Sherman



DELIVERING FUN

CGC Sherman and U.S. Navy personnel bring sporting goods to the Pattaya Orphanage as part of a community relations project in Thailand.

ALL SMILES

► OS2 Melanie Grieco holds a young girl at the Pattaya Redemptorist School for the Blind as part of the Thailand Phase of CARAT where Coast Guardsmen and U.S. Navy sailors helped the children in their classrooms and played a variety of games designed specifically for blind children.

came to me with symptoms of hypertension and with complaints about chest pain. Anyway, I took my stethoscope and listened to her heart, like we normally do, and it wasn't the normal thump thump you'd hear in a healthy person, it was a real erratic heart beat and had extra faint beats. I suspected a heart murmur, but I'm no cardiologist by any means. I took her blood pressure and it was 250 over 128, so I realized her heart was fixing to beat out of her chest, the pressure was ridiculously high. I thought she might be having a stroke or a heart attack or something pretty serious. So I went to the medical officer, he took a look at her and the next thing you know, we had an ambulance come out and rush her to a local hospital. I don't know what happened after that, but we did what we needed to do to take care of this woman."


Tolbert also explained that although it's a pretty straightforward routine when you examine people, there are always some issues to overcome.

"No patient I've come in contact with spoke English; there was a huge communication barrier. We have to use hand gestures and facial expressions to help these people sometimes just to do the exam. If you put a smile on your face and show through your body language that you're there to help, people are more relaxed. It reassures the patient that you are there to help them. Even if it's a fake smile, you have to make these people comfortable and that's what we did."

"The things we are doing out here



really mean something to our patients and for us too. I'm not trying to downplay all of the other things we are doing during this exercise with the training and the seminars but when you take a step back and try to figure out what kind of interaction with these countries have the biggest impact,

these MEDCAPs and DENCAPS are it. I've told these people since this deployment started, this is something that is stressful and you work long, hard hours, but 50 years from now I'll still be telling people the stories of when we helped people in Southeast Asia." 



HOLLYWOOD HIGHLIGHTS REAL-LIFE RESCUERS

Story by PA2 Susan Blake, USCGR



“I think all of us would like to think if we were lost at sea, someone would come and find us, even when conditions couldn’t be worse. That’s a comforting feeling, which translates into a heroic or a romantic idea – the notion that someone will come to the rescue. And that’s the awesome promise of the Coast Guard – that when ports are shut down, when people won’t go out, they will!” said Kevin Costner, star of Touchstone Picture’s recent movie, *The Guardian*. The movie, which hit theatres Sept. 29, was filmed with the assistance of several Coast Guard units around the country and features three Coast Guard Aviation Survival Technicians.

Kevin Costner plays a famed Coast Guard rescue swimmer hardened by the loss of his crew from an earlier accident. The movie explores the issue of passing the torch to the next generation of rescuers when Costner is sent to instruct up-and-coming AST students at the Coast Guard’s legendary “A” school. Ashton Kutcher portrays a cocky young student at the school in whom Costner tries to instill the true meaning of heroism while battling to save Kutcher from the treacherous dangers of their profession. Kutcher soon learns the true meaning of the rescue swimmer’s motto, “So Others May Live.”

ASTCM Joseph “Butch” Flythe, a 24-year veteran swimmer and instructor, appears as an instructor in the movie. Flythe, currently stationed at the Aircraft Repair and Supply Center in Elizabeth City, N.C., was a natural for his role considering he was a former chief of the “A” school from

1998-2001.

In 2001, the Fifth District Public Affairs Office informed Flythe that a script writer exploring a new story idea for Touchstone Pictures wanted to come and shadow him for a few weeks. Ron Brinkerhoff, the screenwriter of the movie, spent a week with Flythe, taking notes, asking questions and interviewing personnel. Flythe gave him advice on where to go to interview other seasoned rescue swimmers.

Fast forward to August 2005 when a group of production staff -- including actors Kevin Costner and Ashton Kutcher -- were accompanied by the Coast Guard Motion Picture Liaison, Cmdr. Kevin Raimer, to spend three days scouting out the Aviation Technical Training Center in Elizabeth City, N.C. Costner interacted with instructors and Kutcher involved himself with the students. The producers observed and filmed every aspect of the students’ lives at the training center.

AST1 Robert Watson, and ASTMC Joseph ‘Butch’ Flythe served not only as technical advisors, but played themselves in the movie as well, as did AST1 John Hall.

Prior to filming, Flythe ran a “boot camp” for the actors. “Our job was to make them look like AST students,” said Flythe. “I’ll let the movie speak for whether or not we were successful. Kutcher put his whole heart into it. He really set the tone.”

“I’ve never been yelled at so much by someone I respect so much in my life, except maybe my parents. These guys rode us, and they rode us hard!” said Kutcher.

The next step in the process was ironing out the technical aspects. Working with Raimer at the Coast Guard Motion Picture and Television Office, the producers looked to Air Station San Diego to help work out pre-production technical aspects. Basic



elements such as lighting and blocking were worked out, then it was off to Astoria, Ore.

“*The Guardian* production crew picked Astoria to film some scenes for the movie because the location had a lot to offer,” said Cmdr. John Turner who was then the operations officer for Group/Air Station Astoria.

“Primarily, they liked the Columbia River Bar and surrounding area, which is notoriously referred to as



‘The Graveyard of the Pacific’ because of its treacherous surf zones, high seas, precipitous cliffs and wave-swept rocks and caves,” Turner said. “This is exactly what *The Guardian* crew wanted to capture on film ... some of the most demanding conditions in which Coast Guard air and boat crews operate.”

Turner, now stationed at Air Station Sitka, Alaska, recalls how the production crew wanted to shoot an important cave sequence near Cape Disappointment. The cave used for training by the Coast Guard Advanced Rescue Swimmer School (ARSS) offered just the right setting for filming the sequence.

“I think they were also very impressed with the ‘world-class’ surfman and helicopter rescue training that is conducted in the Astoria, Ore., area by the National Motor Lifeboat School (NMLBS) and (ARSS) respectively,” said Turner. The film crew also captured Astoria pilots and aircrews at work. “A number of HH-60J pilots and aircrew at Air Station Astoria assisted the production team providing advice and insight about how Coast Guard HH-60J crews operate, especially Lt. j.g. Amy Sandbothe, our Public Affairs Officer.”


Safety was key. Lt. Jamie Frederick, commanding officer of Coast Guard Station Cape Disappointment, hosted daily morning briefs with the entire production crew, the Pacific County Volunteer Watercraft Rescue Squad and Coast Guard air and boat crews, according to Turner. The movie caused so much interest that safety zones had to be enforced to control the steady stream of curious onlookers.

“The weather was challenging throughout the filming,” said Raimer. “The seas were rough and provided a realistic backdrop.” Disney also experienced significant setbacks from Hurricane Katrina and the Augustine volcano eruption in Alaska. “No matter how much money Hollywood has, they can’t control nature.”

The production crew filmed for eight days in Astoria, returning later for another three days.

“Somehow we managed to get the rain, river currents and lighting conditions to cooperate long enough to get the job done in pretty short order,” said Turner.

While Disney captured most of their flying scenes during Air Station Astoria’s training flights, they also filmed at Air Stations San Diego, Kodiak and Elizabeth City. ATTC Mobile, Sector Mobile and Air Station Houston were filmed for the portions filmed at Barksdale Air Force Base in Shreveport, La. A majority of the flying scenes actually were captured using an HH-60 helicopter model that Disney built just for the filming, adding “Disney magic” to create the appropriate backgrounds.

It has been more than 50 years since a major motion picture has been produced in a completely Coast Guard setting. This presented a unique opportunity for film stars Costner and Kutcher, in depicting the Coast Guard as it is today. On the heels of the Hurricane Katrina anniversary, *The Guardian* may take the theaters by storm this fall. 

HOLLYWOOD INVADES AIR STATION KODIAK

STORY BY PA3 CHRISTOPHER McLAUGHLIN,
PADET KODIAK

Film crews from Hollywood started shooting scenes March 20 for the movie *The Guardian*, featuring the Coast Guard rescue swimmer program. Filming lasted until March 26 on Coast Guard Air Station Kodiak.

The purpose for the visit was to gather footage that will be used by a special effects team in

Hollywood to create the illusion that the base in Elizabeth City is Kodiak, and also to gather live action shots to be used as scenes in the movie.

“You can’t recreate this look anywhere else,” said Vince Agostino, unit production manager for “A” School Productions.

The film crews here shot C-130 Hercules aircraft, and HH-60 and HH-65 helicopter crews preparing for take-off. Aerial footage also was taken aboard Coast Guard aircraft. The movie crew even shipped in their own helicopter, which they used to capture more extensive live action shots.

“We supported them as much as we could without hindering the Coast Guard mission,” said Cmdr. Winston Leslie, assistant operations officer, HH-65

helicopter unit, Kodiak.

“The movie crew seemed very happy with the cooperation they received and nothing they asked was too demanding or out of the ordinary.”

“We were provided a shot list of what they needed and we allowed them to piggyback on operational missions,” Leslie said. Specifically the film crew shot scheduled training flights of C-130’s, HH-60’s and HH-65’s.

Traveling to Kodiak seemed trickier than what the film crew expected. Weather, the active volcano and transportation to just get to the island made timing of the essence. Kodiak is an island with a seemingly random weather pattern and flights are not always able to land. They had a crew of 30 people with film equipment and a short window of time to get all the shots they needed.

For example, the tarmac, between the air

station’s three hangars, is a very large surface area that expands the length and width of several football fields. This visually made everything too spread out for what the film crew wanted to show on film. They wanted to shoot the helicopters and C-130s close together. The air station crew members moved assets around for them to give the cameramen the shots they needed.

“Our biggest challenge was a lot of movement on the ramp area,” said Leslie. “We had to add aircraft in the background and fuel trucks to give more depth to the shots. The film crew needed to make things tighter looking on film.”

“Assuming it’s a good movie and a good script, this film could easily have the same affect as the movie *Top Gun* did for the Navy,” Leslie said. “I’m happy someone is finally telling our story.”

The production team put a lot of effort in trying to duplicate the experience of what life is like for the men and women of the Coast Guard. They incorporated as many Coast Guard members as they could in the film to keep the movie as accurate, realistic and authentic as possible.

“The cameramen shot the pilot’s perspective of what we see out the front windows,” said Lt. Todd Bloch, an HH-60 Jayhawk helicopter pilot here. “They took shots of us flying and close ups of us operating the flight controls and switches.”

“They also shot the perspective of the flight mech looking out the door,” Bloch said. “Disney is going to make this movie with or without our (Coast Guard base Kodiak) help; if we help them we can give them the most realistic view of the Coast Guard.”

Rescue swimmer AST2 Thomas Bolen, Air Station Kodiak, acted as a stunt double for Ashton Kutcher’s character, and rescued a victim.

“The scene was getting the fisherman out of the water. I played Ashton’s character and it took about five takes,” said Bolen. “I hoisted him up with a Rescue Strop into an HH-60 Jayhawk.”

The Kodiak experience for the movie crew was successful, despite a week of sunny blue skies. The film’s visual effects team later transformed the good weather scenes shot in Kodiak to bad weather, in order to capture one of the harshest environments in which the Coast Guard serves. Ironically, the local weather was wet, cold, gray and snowy with 40 mile per hour winds in the week preceding the film shoot.

The Guardian was released to the public Sept. 29.



◀ **FLY-BY** A C-130 Hercules flies by Coast Guard Air Station Kodiak, captured by Disney and Touchstone Pictures during the filming of the motion picture, *The Guardian*, which stars Kevin Costner and Aston Kutcher.



Amphibious EMTs

POPPING SMOKE Coast Guard rescue swimmers from Air Station Atlantic City, N.J., train in the waters off the Atlantic City Boardwalk Sept. 18.

Photo by PAC Tom Spurduto,
PADET New York

“When the phone rings and the wind is blowing 100 miles per hour and there are three little guys at home, the real hero is your wife - who loves you enough to let you go out and do what you love.”

— AST1 Bob Watson, USCG Retired

Story By PA2 Judy Silverstein, USCGR

Within the Coast Guard, an elite group of more than 300 dedicated and intense men and women live by the motto, “So Others May Live.”

They have rescued survivors in heavy winds with a ceiling of less than 100 feet, and been flipped upside down by rogue waves, struggling to calm desperate, victims often clutching wildly at an angry, churning sea. Yet for aviation survival technicians, or rescue swimmers, it’s all in a day’s work.

It was something of a surprise though when one swimmer’s son recently announced he too wanted to pursue a career as a rescue swimmer. AST3 Nick

Watson graduated July 15, as only the second legacy rescue swimmer. “I’m behind him 120 percent,” said AST1 Bob Watson, his father, who retired last month following his last jump — with his son, Nick’s career first.

More recognizable since setting a record for 33,000 rescues in a two-week period - many from rooftops - in the aftermath of Hurricane Katrina last year these men and women have achieved recent notoriety. But few - even in our own Service - understand the selection process and the rigors of the 18-week training requiring Herculean agility. Because roughly fewer than half who enter training graduate from the



first class they take, it's critical that candidates are imbued with other traits as well.

In addition to being flexible endurance swimmers, sharp decision-making skills under pressure are essential. Students also take a compressed and rigorous Emergency Medical Technician class, soaking up in three weeks, what would ordinarily take nine months in the civilian world.

"Undeniably, you have to like the water and risk taking," said AST1 John Hall, an affable instructor at "A" school in Elizabeth City, N.C. The training produces skilled graduates capable of handling an array of rescues while maintaining a perfect safety record, according to ASTCM Joseph "Butch" Flythe, something of a legend himself, as one of the original five swimmers selected by the Coast Guard in 1984.

"It's the coolest job out there, but you have to be willing to risk your life every time you go out," agreed Bob, who like many, spent years free falling into water so inky, that most would shudder with fear.

The elder Watson and Flythe say they owe a lot to their families.

"When the phone rings and the wind is blowing 100 miles per hour and there are three little guys at home, the real hero is your wife - who loves you enough to let you go out and do what you love," said the elder Watson.

There's truth to that comment and the close community of elite rescue swimmers understands it well. Yet part of the job is also routine, but critical for survival.

"It's all about safety and maintaining rigorous standards," said Hall. Maintenance includes life rafts, life vests, the O2 system, litters, communications equipment, first aid kits and the basket. Keeping one's body in shape is routine.

"We stress you as much as we can - in a controlled environment," said Flythe. "There's a lot of pressure." Students learn techniques for carrying and releasing survivors, for staying afloat and for dealing with personal demons.


"It's not just about being a good swimmer, we want to see what you do when you're exhausted and things get challenging," said Flythe.

With more than 57 years of expertise and skill among them, the trio of Flythe, Hall and Watson served as technical advisors - and played themselves - in the movie, *The Guardian*. They closely scrutinized safety issues and ensured military bearing and training were accurately portrayed. Though they each found the experience a little surreal, they took their roles seriously. Flythe provided accurate background material when screenwriter Ron L. Brinkerhoff initially penned his work. But it's actual rescue work that still captivates him.

"We don't make rescue swimmers, we find them," he said of being an instructor. It's a refrain also heard in the movie. It may also be the reason the rate has never lost a rescue swimmer performing a mission in 22 years, not counting aircraft crashes. Those missions have run the gambit from rescuing mountain climbers, to shrimpers 100 miles offshore, to providing medical care for shipboard accident victims and flood and plane wreck survivors. According to Watson, time spent learning aircraft systems has also proven worthwhile.

"Every day I flew, my mind was clicking...figuring out what I'd do if the aircraft crashed, or a hatch didn't open," said Watson. "You have to run through thousands of scenarios in your mind," he said. Like his colleagues, he remained undaunted.

"You know, I don't think I ever had a day where I woke up and didn't want to go to work," he said. "To be able to be in a service actually geared around helping people and rescuing them - what a blessing."

While Disney has immortalized the profession, it's difficult to accurately portray the deep bond that exists among swimmers within an already tightly-knit military organization. According to Flythe, work has always provided a challenge, but sometimes it's just plain fun guarding the sea. 



To Become a Aviation Survival Technician, you will attend:

- A four-month Airman Program
- Eighteen weeks of Aviation Survival Technician School
- Three weeks of Emergency Medical Technician School

And potentially spend one week attending the Advanced Rescue Swimmer School at Air Station Astoria, Ore.

HANG TIME An HH-60 Jayhawk pilot from Air Station Kodiak practices vertical rescue deployment on the cliffs around Kodiak Island. Hoisting by helicopter is often the only way to retrieve an injured person from a cliff face.

Photo by Lt. Patrick Bacher, Air Station Kodiak



GRIDIRON GOAL

Coast Guardsman Keeps NFL Dream Alive

Story and photos by PAC Tom Sperduto, PADET New York

The smell of grass wet from dew in late summer reminds many men of a time when football ruled their world. A time when summer camp was just around the corner and your stomach would tie up in knots from the thought of endless calisthenics and bone jarring contact. The smell is a memory of excitement and dreams; relived for many as they settle into their easy chairs with snacks and cold drinks to watch their favorite team take the field for Sunday's game.

For a Coast Guardsman stationed at Fire Island, N.Y., on the Long Island coast, the dream is still alive and the smell of football is still on his cleats.

EM3 Don Michael Carim Jr. is a six-foot, 200-pound starting free safety for the N.Y. Predators, a semi-pro football team in New York City. His dream is the same as it has been since the age of 11. A dream shared and strived toward on pee-wee, high school and college football fields across the country.

"I hope to try out as a walk-on for an NFL team," he says as he stares across Monsignor Field in Staten Island, N.Y., at a group of Empire State Wolfpack players — this week's opponent. This is a familiar field for Carim; he grew up in New York

and played high school football on this very field. He tightens a black-and-white skull bandana around his neck and shakes off the jitters common to any person familiar with pre-game butterflies.

"Don't you all look pretty," says a Wolfpack player as he walks by Carim and a group of his fellow players. Trash talk is common in the league and sometimes the language is as vicious as the hits. Many of these men have the same dream as Carim; others play for the simple love of the game and the opportunity to hit people as hard as humanly possible.

Carim jogs over to his teammates without a word — preferring to answer the comment later, on the field.

A few moments before a game, life comes full circle for Carim, he says. The feeling of playing football is indescribable.

"When I am on the field, that is all that matters," he says. "I am not thinking about what I'll be doing after the game or life's problems... my life is on the field."

Carim's passion for football goes back as long as he can remember. His father, Don J. Carim Sr., a former member of the 101st Army Airborne

Staying the Course EM3 Don Michael Carim Jr., station Fire Island, N.Y., stands on the field at Monsignor Field in Staten Island, N.Y., following his semi-pro football game Aug. 27. Carim plays free safety for the N.Y. Predators and hopes to one day try out for an NFL team.



who served in Lebanon in 1981, has fond memories of watching his son play football as a boy as well as teaching him the game.

“We would watch football every Saturday and Sunday. I would question him on each of the positions and the coverage of the defense. If a team scored a big play, I would ask him what they did right and what the other team did wrong,” said the elder Carim.

Remembering his son playing football, it’s evident that not much has changed when it comes to his ferocity on the field.

“He was known as a hard hitter. Boy... he loved to hit,” said the elder Carim.

Carim has always had a natural ability to lead on the field and has been captain for every team he played for right up to his senior year at Staten Island Technical High School. His sophomore year he led his team in tackles and also played running back, scoring in every game that season. That same year he was picked up by the varsity squad as a starter — a rare honor for a sophomore at his high school, said the elder Carim. But it was not until the next season that Carim realized his true potential as a football player.

“I was running a 4.4 in the 40, and I was scoring a touchdown every game. I was also rushing for 100 yards each game,” Carim said. “It was my junior year that it dawned on me that my dream could be a reality.”

With stellar performances game after game, it was not long before he was scouted by colleges such as Miami, Wagner and Ithaca.

As Carim was preparing to start his senior year, his last year of high school football, family emergencies prevented him from attending training camp and playing the first half of the season.

With eight siblings at home, his time was spent caring for his family. He did manage to

rejoin his team and play the last four games of the season. He rushed for more than 100 yards in each of the

four games and started at free safety. However, it was not enough to once again interest the college scouts.

“Four games my senior year was not enough to get a look,” said Carim. “It really hurt that I missed training camp and those first four games.”

Without a scholarship, college financially was not an option for Carim.

After a short stint as a hospital medical clerk in Florida where his family had relocated, Carim decided to join the Coast Guard after learning of the search and rescue and law enforcement missions. “I have always been an adrenaline junky,” said Carim. “The Coast Guard seemed like the right fit.”

Balancing life as an active duty Coast Guardsman assigned to a busy station and playing semi-pro football for a full nine-game season has its stresses — but Carim continues to make it work.

“It’s difficult to juggle the time commitment, but we’re trying to make it work for him,” said MKC Dennis Croyle, Carim’s direct supervisor at Station Fire Island and a former company commander at Training Center Cape May. “His time playing football is counted as his workout time. He is as physically fit as they come.”

Carim is qualified as a boarding team member and as a small boat engineer, a rare occurrence for an electrician’s mate at a small boat station, said Croyle.

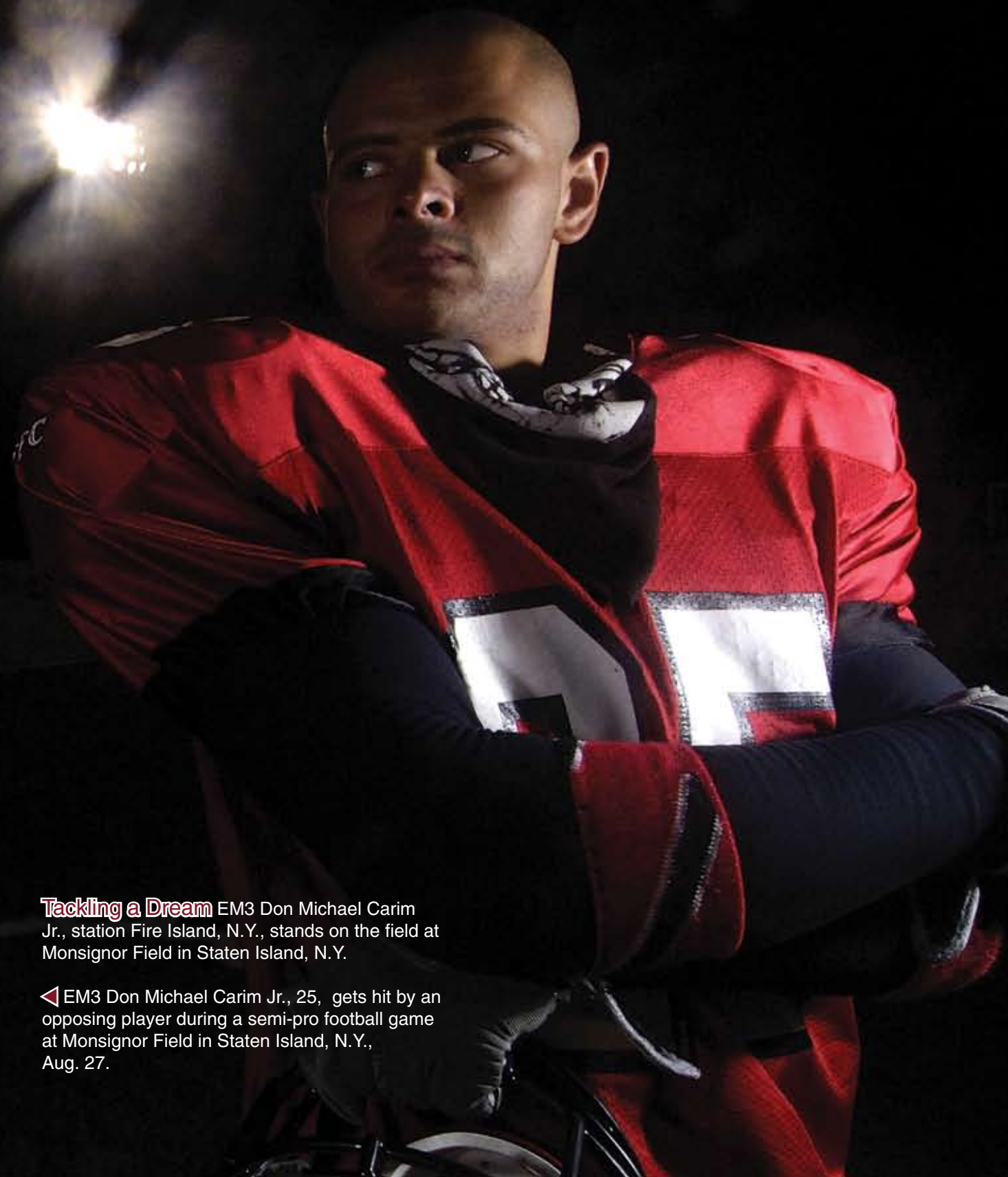
During the little free time he has, Carim has also taken the initiative to create a Coast Guard full-contact football team. So far, he has more than 70 Coast Guardsmen eager to strap on the pads once again and take to the field. He hopes they can compete against teams like the New York City Police Department football team.

“I plan on possibly starting a trend, allowing those who were once and still are good, that never got the opportunity to play, for whatever reason, to stay active and show off their skills a little bit. I’m hopefully looking to get it to spread Coast Guard wide and not just in the New York area. I’ve put much time and effort into this idea whenever I’m not running SAR or LE at my station,” said Carim.

Football is more than a sport for Carim, it is a way of life and his happiest moments are when he is on the field hunting running backs and wide receivers from his free safety position.

The Wolfpack players visiting Staten Island felt Carim’s passion for the game in an emotional hard hitting battle under the stadium lights. The Predators beat up on the Wolfpack and won the game 52-24. Carim was responsible for a game turning 3rd quarter interception and accounted for 10 tackles. For Carim, it was a good night of football and one game closer to his NFL dream. Whether he achieves his NFL dream or not, one thing is certain for Carim — next week he will be back on the field again strapping on his pads, donning his black-and-white skull bandana and playing the game he loves.

“I look at him and I am envious,” said Croyle. “I remember my last game. Taking deep breathes of fresh air, the lights, the crowd ...I’m envious.”



Tackling a Dream EM3 Don Michael Carim Jr., station Fire Island, N.Y., stands on the field at Monsignor Field in Staten Island, N.Y.

◀ EM3 Don Michael Carim Jr., 25, gets hit by an opposing player during a semi-pro football game at Monsignor Field in Staten Island, N.Y., Aug. 27.



COMMAND PRESENCE

Story by PA2 Judy Silverstein, USCGR

Thad W. Allen is already working at full throttle, even though the sun is barely yawning across the Potomac River. Cell phones buzz as a steady stream of people file in with urgent messages, briefs and requests for appointments.

It's one of the hottest days of the year in the nation's capital, but the brutal temperatures haven't slowed Adm. Allen, the Coast Guard's 23rd Commandant.

Allen's hectic schedule demands that his staff match his energy and preparation. Alexander Hamilton, past commandants, his parents and business school classmates serve as Allen's role models. He is focused on meshing Coast Guard missions with national interests.

"We have to deal with the allocation of scarcity," he says. "It will be critical to obligate funds for things we don't know will occur, yet tougher to get funding for things like hurricanes and oil spills ... we know will," he says. "We need to be always ready for any hazard or threat to our maritime safety, security or stewardship." He's also quick to see the interrelationship of people and systems within the Coast Guard.

His interest in people is what

sets him apart, says Garcia Graves, audio-visual specialist for the Commandant's Situation Room. The two met aboard the CGC Androscoggin in 1971, when Graves was a seaman and Allen an ensign. Graves says Allen displayed a genuine interest in all his charges, even playing on the ship's football team. The two remain loyal friends 35 years later.

Barely at the helm 100 days, Allen, 57, has hit the ground running with a hefty "to-do" list. He assembled his team back in January, though not officially in office until May 25, 2006. Gliding through grueling schedules, Allen's team performs like well-choreographed dancers as they wade through reams of policy initiatives, acquisition issues, budget analysis and the other details of running the nation's oldest maritime service. Leadership challenges, mission effectiveness and securing the service's stronghold compete for the time and attention of Allen and his brain trust.

Awake by 5 a.m. each day, Allen works at his home before heading to his office. By the time he is dressed, a slew of messages have piled up in his Treo, which he last checked before going to sleep sometime around midnight. Known to sometimes pedal his bike to work with Coast Guard Investigative Service officers in

tow, Allen is buoyant, even at early hours.

Allen walks at a fast clip, occasionally leaning in toward his aide to be certain he hears every word. Allen is determined to chart a stable course and sustain a level of performance the public has come to expect since Sept. 11, 2001.

Quick to stress critical thinking for optimal performance, he touts the usefulness of life experience and training. Allen clearly recognizes the increasing and extraordinary demands facing his Coast Guard and its new leader.

That's a fact confirmed by his ambitious schedule. For the past 48 hours, he's been traveling up and down the eastern seaboard. The previous day, he flew on Air Force One to Miami with the Commander-in-Chief. From ISC Miami, where the president gave a few impromptu remarks, to a ride on the CGC Gannett and a meeting with the crew of CGC Valiant, Allen led the tour of operational assets. There was also a visit to Max Mayfield at the National Hurricane Center, but the Coast Guard remained front and center most of the day.

Back in the National Capital Region, he's delivering an early morning keynote speech on crisis and recovery, a subject he believes should be a core competency in a national culture of preparedness. His speech,



peppered with phrases such as "starting a national conversation," indicates he knows all too well that one agency cannot go it alone.

That is one of the lessons of 9-11, he says. Despite the early hour, the crowd is tuned in. Allen takes questions with ease, often responding to individuals by their first name. His recall and highly personalized style are his trademarks. As he works the crowd, it is difficult to believe an ambitious schedule awaits him back in Washington. Yet at this moment, he is fully engaged and candidly examining private and public partnerships.

Afterward, he lingers — just a bit — to press the flesh and wave to a few old friends. As he is whisked out the door, he makes a point to thank his driver as his car door is opened.

Snaking through the region's snarled traffic, the beeping phone punctuates the drive. Allen — even while sitting — is always in motion. He dashes off a few quick e-mails while holding a conversation. It is not yet 10:45 a.m. and already there is talk of a tropical weather pattern, a possible oil spill and word that Cuban strongman Fidel Castro, hospitalized with a serious illness, has turned over leadership temporarily to his brother, Raul.

Back at the office, his staff juggles priorities — and shuffles his schedule. There's a brief with Vice Commandant Vice Adm. Vivien Crea as the morning careens ahead at breakneck speed. Just before 1 p.m., the White House is on the line. This is living in the fast lane, Allen style. Schedules are reshuffled with a sort of crazed rhythm. The

◀ MAKING A POINT Adm.

Thad Allen testified on Capitol Hill in Washington, D.C., Sept. 7 before the Senate Appropriations Homeland Security subcommittee hearing on post-Katrina emergency preparedness. In September 2005, Allen was designated the Principal Federal Official for Hurricane Katrina response and recovery operations in Louisiana, Mississippi and Alabama.

rapidly growing list of messages and people clamoring for a few minutes of the commandant's time shows there is no letting up. Allen is already nine minutes late to a briefing on Rescue 21, but it cannot be helped. Inside the Beltway, even the commandant's schedule is elastic at best.

His aide reviews messages, holding them like a deck of cards. Briefings beckon. More calls come in, and the staff deftly sorts through the growing list that threatens to throw the afternoon schedule completely out of whack. Allen remains statesmanlike, but pauses, gesturing toward the window.

"Guys, it's 104 degrees outside," Allen says. "Can someone check on the band and the concert and see if we need to move them indoors tonight?"

While international concerns,



Government Accountability Office reports and maritime threats cycle repeatedly through the core of his meetings and focus, Allen is thinking about those on the deck force. Tonight is the celebration of the Coast Guard's 216th birthday, but the searing temperatures and punishing Washington humidity have Allen concerned about his crew. That concern offers a glimpse into Allen the man.

"It's all about people, and we have the best," he says. It's a refrain one hears often, demonstrating his confidence in the men and women of the Coast Guard.

Allen pauses on the second deck to ask a passing Coastie about his mother. He's acutely aware of the hours his staff spends away from their families. That is one reason he chooses to arrive at work at 7 a.m. Allen knows his staff feels duty bound to arrive earlier and depart later than their boss.

There are references to his childhood and being the son of a Coast Guard chief petty officer. It is a legacy that has molded Allen's views, demeanor and leadership style. In the military, it's called "command presence." With his knack for putting petty officers at ease and stopping to shake the hands of old acquaintances, he has polished the ability to personalize the message.

Allen strides into the Commandant's Situation Room and the officers stand dutifully at attention. "Hi folks," he says, and thanks the group for their patience and preparation. The brief begins, and Allen shifts comfortably from highly technical questions to acquisition law. Not one to sit in silence, he is involved and probing

for answers, regardless of topic. Facing more travel in the next two days — this time to Michigan and the Mississippi River — his schedule is crammed with a full week of meetings and events.

Allen's family is never far from his thoughts: his parents, wife, three children and grandchildren creep into his conversation frequently. While his wife serves as assistant dean for student services at George Mason University School of Management, a proud Allen says the trio running the Coast Guard these days are also juggling the tug of careers.

"It's quite possibly...the first

time all three leaders have dual-career households," Allen says. "Given the demands on family: child care, leave policies, keeping things in balance...we understand what men and women in the Coast Guard deal with every day."

While proud of his crews, he's sensitive to the quickening operational tempo as Coast Guardsmen struggle to respond to mission growth that has outpaced budget increases since 9-11.

"Allen is good for us," says Graves. "He is versatile," Graves continues. "He can sit on the mess deck with a bunch of petty officers and put them completely at ease. But he's just as comfortable talking to the president or a congressman." Graves is one of several who say the commandant is constantly absorbing information, interested in people and well informed.

"We have to be ready and we have to be prepared," says Allen, indicating his perspective on Semper Paratus. "I've got to make sure I'm asking lots of questions. Commandant is the only job in the Coast Guard that isn't a training position," he says.

"The good news is we've never been more visible. The bad news is, we've never been more visible," is a now-familiar refrain. It's a reference to Allen's understanding of the growing expectations Americans have of the military, multi-mission maritime service in the wakes of 9-11 and historic hurricanes.

What book did he read last? Douglas Brinkley's "The Great Deluge." Music? The Commandant admits to eclectic tastes ranging from bluegrass to folk music to opera. Inspiration for his speeches, his work



▲ FAMILY FRIENDLY Coast Guard Commandant Adm. Thad Allen takes time to visit with the family of a Coast Guard member during a trip to units in the Hampton Roads, Va., area, July 7.



▲ ATTENTION ON DECK BM1 Brian Satterfield, the XPO of CGC Albacore, shares a lighter moment with Adm. Thad Allen during the commandant's visit to units in the Hampton Roads, Va., area, July 7. In his first 100 days as commandant, Allen traveled to field units across the country in all but two Coast Guard districts.

and his life is derived from the music he enjoys.

Allen, meticulously prepared for each of his meetings, lets down his guard momentarily when asked whether he has changed since graduating from the Coast Guard Academy in 1971. "I've not materially changed since I was an ensign," he responds, a smile creeping across his face. "I'm like Popeye. I yam what I yam."

The moment offers Allen

and his security detail a welcome chuckle. Graves agrees wholeheartedly with the Commandant's self-assessment. "He is the same, sincere individual today he was back then."

Allen is back on the phone talking about the Straits of Florida, an area he knows all too well. As the car maneuvers into the Coast Guard Headquarters garage, he hangs up his phone and

thanks the driver. When he steps onto the elevator his face brightens again when he sees two petty officers. Addressing both by first name, he asks how their day is going, his question conveying genuine interest. That is, it appears, the quintessential Allen. *G*

Additional magazine interviews, messages, speeches and Commandant's Intent Action Orders can be found on the home page of CGCentral.

SHIP

SHAPE

Cutter crew creates ways to stay fit while underway

Far from the sand and glistening bodies of California's Muscle Beach, there's the Jailhouse Gym. Located on the non-skid steel decks of the CGC Diligence, exercise bikes, free weights and stability balls find a home among the capstan and chocks on the ship's fantail. There, the Diligence crew eschews the flexing and posing of Southern California's hard bodies for more relevant results. They understand that exercising is more than for looking buff during port calls — their jobs depend upon it.

"If you're not fit, you're not as effective," said Cmdr. Anthony Gentilella, the Commanding Officer of the Wilmington, N.C.-based Diligence and its affectionately nicknamed workout space. "Because we're a part of a demanding service, we need to work out."

Military and health experts echo Gentilella's belief that physical fitness contributes to a crew's ability to complete their mission. However, staying in shape underway presents

numerous challenges. Irregular hours, ever-shifting routines and the shortage of space onboard cutters are obstacles that can hinder routines that usually work well ashore. The trick to overcoming these impediments, say crew and experts alike, is doing what the Coast Guard already does so well: adapt.

Fortunately, the Coast Guard's fitness policy encourages this flexibility. While the Commandant's

Instructions for Weight and Physical Fitness Standards (COMDTINST M1020.8F) define weight standards based on height, frame size and gender, and state that "all members must be fit for duty and appear so in uniform," how personnel do so is up to them. For unlike the other armed services, the Coast Guard does not prescribe a universal exercise regimen nor does it mandate group physical training.

"We want to encourage members to take responsibility for their own lives," explains Aimee Lebreque, one of the Health Promotion Program Managers at Coast Guard Headquarters. "Each individual has their own weight to focus on . . . [and] one form of exercise may be more effective for one person than another."

This latitude encourages creative responses to the challenge of exercising in less-than-ideal conditions: the Diligence's Jailhouse Gym, for instance, or its flight deck, which acts as a track when not in use during helicopter operations. Other units like the CGC Eagle make money and space available instead for equipment such as stationary bikes and Bowflex machines that are easy to use indoors and in most sea conditions.

Ultimately, though, while unit leadership can create an environment conducive to fitness, the impetus must come from the individual service member. Mission readiness aside, understanding the personal benefits derived from exercising — in addition to general overall well-being and maintaining a healthy body composition — can

encourage working out versus crashing out during free time. For instance, building muscular strength, one key factor in fitness, obviously aids in activities such as lifting and moving heavy objects. Likewise, increasing muscular endurance or aerobic capacity, can also make long workdays or watches less fatiguing. Even improved flexibility can help in navigating the ladders and cramped spaces of a ship.

Surprisingly, developing a basic routine that addresses these goals and accounts for the contingencies of underway life isn't as hard as one thinks, particularly if already exercising when ashore.

Benefits of exercise

- Improves posture and physical appearance
- Lowers the risk for diseases such as heart disease and diabetes
- Helps people sleep better
- Prevents and relieves chronic back pain
- Increases "presenteeism" (on-the-job energy level and productivity)
- Extends life longevity and slows down the aging process

◀ **FIT FOR DUTY** PA3 Crystal Norman, a reservist at Coast Guard Headquarters, maintains a high level of physical fitness through alternative exercise methods such as rock climbing.




"The good news is that maintaining muscular and cardiovascular fitness doesn't require a lot of work," said Dr. Michael Deschenes, Professor of Kinesiology at the College of William & Mary. "You can maintain it by working out as little as once a week, but intensity is the key."

That doesn't mean trying to overdo it to make up for lost time, though. Do the workouts at the same level of intensity you normally would, keeping your target heart range the same, or the sets of and volume of weight lifted equivalent to your customary routine, explains Deschenes, who also encourages the use of "anytime, anywhere" exercises such as push-ups, sit-ups, medicine balls, and stretching when space and time is limited.

However, if you're out to increase your strength, cardiovascular fitness, endurance, and flexibility, once-a-week routines are not sufficient. Instead, plan on working out three to five times a week, combining both strength training and cardiovascular exercises — recent studies demonstrate that aerobic exercise is important to facilitating muscle growth along with lifting weights.

At the Jailhouse Gym, for instance, Lt. Matthew Moyer, Lt. Cmdr. Kurt Virkaitis and SK1 Chris Grey follow a five-day workout schedule, focusing on a different muscle group — chest, biceps, triceps, shoulders and back — each day, doing three different exercises for each group with three sets of eight to ten repetitions apiece. If your schedule doesn't permit five days of working out, they suggest considering combining muscle groups into a three-day weightlifting routine. They do abdominal workouts every day as well on an exercise ball, and supplement their workout at least three times a week with cardiovascular exercises, usually on an exercise bike or by jogging around the flight deck.

The key, these men say, is to start off easy, increase the weights gradually, and expect to be sore. It will pass, they advise, and you'll notice gains in endurance and strength shortly.

The results, however, will last a lifetime, and will not only benefit you, but your shipmates as well. 

Staying Committed to Your Routine

With all the obstacles to staying fit that life underway presents, remaining committed to an exercise routine is a challenge in and of itself. In order to stay motivated, the crew of the Diligence suggests the following:



Find a Partner: Not only will you have someone else who counts on you to show up to exercise, working out with a partner is also wise from a safety and learning standpoint. "I considered lifting weights but was always a little hesitant because I didn't have a spotter or plan for what I would do," remembers Lt. Cmdr. Kurt Virkaitis, who now lifts with his operations officer.

Set Realistic Goals: "Start slow and work your way up," advises Lt. j.g. Brian Lied. Being overly ambitious can lead to disappointment if you cannot reasonably achieve your goals. Identify modest but significant outcomes such as losing ten pounds or being able to measurably increase the quantity of weight you can lift, Lied suggests.

Customize Your Activities: Not everyone enjoys just cycling or running. Pick an activity that you'll like and benefit from like yoga, Pilates or martial arts. "You'll be much more likely to stick with it," Virkaitis said.

Schedule Your Routine: Plan to work out at the same time each day, offers Lt. j.g. Matthew Moyer. "This increases the probability of being able to maintain the same routine on a day-to-day basis," he says. If worst comes to worst, re-schedule your workout for later, but don't cancel it.

Be Aware of the Benefits: Understanding the payoffs of staying fit can motivate you when your energy level or motivation wanes. "Recognize that your mind, body and spirit draw positive energy from the routine," advises Moyer. "Missing a day [because of] abnormal sleep patterns . . . actually makes you feel worse."

Personal Fitness Plan

The foundation of the Coast Guard's approach to fitness is the Personal Fitness Plan (Form CG-6049), which every service member within Maximum Allowable Weight standards must complete and turn in to their supervisor during their performance evaluation period (those outside the standards must complete a more detailed plan). At a minimum the plan should include vigorous cardio-respiratory endurance three times a week for thirty minutes each time and vigorous strength training one to three times a week. Need advice to design the plan? Each command has a unit health promotion coordinator (UHPC) who has resources to assist you.



◀ **CRUNCH CLUB** Lt. Cmdr. Kurtis Virkaitis does crunches with a stability ball in the Jailhouse Gym aboard the CGC Diligence. Exercise equipment such as stability balls can be easily secured and take up minimal space aboard cutters underway.

A lifetime of benefits

Fitness is just one facet of healthy living. The crew of the Diligence offers their advice on what else service members underway can do to improve their physical well-being:

- **Drink Water:** Not only do you stay hydrated, eliminating the extra calories and caffeine found in sodas, "bug juice" and coffee, helps you maintain a healthy weight and lowers stress levels, says Lt. j.g. Matthew Moyer.
- **Eat Healthy:** Try and avoid foods high in fat, cholesterol and sodium. If the galley offers it, choose healthy alternatives to fried foods such as baked chicken or fish, or turn to the salad bar, says FS1 Jeff Lester, a Food Service Specialist aboard the Diligence. When you snack, choose something healthy like fruit, he suggests.
- **Don't Skip Meals:** Avoiding meals is counter-productive, say the experts. "The more calories that you consume in one sitting, the greater the insulin response will be and thus the greater will be the number of those calories that will be stored as body fat," Dr. Michael Deschenes, a Professor of Kinesiology at the College of William & Mary, said. "Better off to eat the same number of calories at a number of sittings so that [they] will enter blood stream more gradually." If looking to cut back somewhere, eliminate desserts, as Lt. j.g. Brian Lied does, or eat smaller portions.
- **Take a Vitamin:** Both Lied and Moyer advocate taking a multi-vitamin daily to provide or to supplement any vitamins or minerals you may not be receiving otherwise.
- **Find a Stress Relief Activity:** Those interviewed for this article touted the stress reducing benefits of exercise. Whether you work out or not, though, find a healthy alternative to stress relief other than smoking or drinking: other sports, meditation, art, music or family activities.



19th Commandant Laid to Rest

Maritime Safety and Environmental Protection Champion, Adm. John Kime, interred at Arlington National Cemetery

Adm. John William Kime, 72, a former U.S. Coast Guard commandant who was passionate about maritime safety and environmental protection issues, succumbed to cancer early in the morning of Sept. 14 and was honored at a memorial service on Sept. 29 at the Memorial Chapel at Ft. Myer, Va.

Adm. Kime served as commandant of the Coast Guard from 1990 to 1994, when he oversaw implementation of the landmark Oil Pollution Act of 1990 and established the position of drug interdiction coordinator.

"This is a very sad day for the Coast Guard," Adm. Thad Allen, commandant of the Coast Guard, said. "The Coast Guard lost a close member of our family, and America has lost a great leader. Our heartfelt condolences go out to his wife, Valerie, their children, and the entire Kime family during this very difficult time."

During his Coast Guard career, Adm. Kime served afloat in deck and engineering positions and ashore in the law enforcement, marine safety and environmental protection fields. His assignments included commanding the Coast Guard district in Long Beach, Calif., directing operations for the Coast Guard district in Miami, heading the Coast Guard's technical division in New York and Washington, serving as captain of the port in Baltimore and chief of the marine safety, security and environmental protection office in Washington. He also was a key leader in the Coast Guard's response to the Exxon Valdez oil spill.

"In the wake of the Exxon Valdez oil spill, Adm. Kime pioneered how the Coast Guard now prevents and responds to oil and hazardous chemical spills, significantly minimizing the environmental damage caused by such spills. His legacy can be seen today in how the Coast Guard responds to a broad range of threats and hazards to our maritime, homeland and national security interests," Allen said.



Photo by Joseph Chrone, CG Auxiliary

▲ PARADE OF HONOR The Coast Guard honor guard escorts the caisson carrying Adm. John Kime during his funeral at Arlington National Cemetery, Sept. 29.

After retiring from the Coast Guard with 41 years of service, Adm. Kime served as Chief Executive Officer of ship management companies in the United States, the United Kingdom, Norway and Sweden, and as CEO of a quality services company in London. He worked with BIMCO, the world's largest private shipping organization, until 2005, and with the BT Federal Board of Directors until his death.

Born in Greensboro, N.C., Adm. Kime graduated from Baltimore City College – the third oldest public high school in the United States – in 1951 and from the U.S. Coast Guard Academy in 1957. He received a Master of Science degree in naval architecture and marine engineering and the professional degree of Naval Engineer from the Massachusetts Institute of Technology in 1964. He was a distinguished graduate of the Industrial College of the Armed Forces and a registered professional engineer. Adm. Kime was the 1993 recipient of the United Nations World Maritime Prize.

Survivors include his wife Valerie and two sons, Edward W. Kime of Bel Air, Md., and James G.W. Kime of Columbia, Md.

Adm. Kime was buried with full military honors at Arlington National Cemetery, Sept. 29.



USCG Photo

▼ PAYING RESPECTS Coast Guard Commandant Adm. Thad Allen presents a folded flag to Valerie Kime, the wife of Adm. John Kime, at Adm. Kime's Arlington National Cemetery memorial service, Sept. 29.



Photo by Joseph Chrone, CG Auxiliary



Photo by Joseph Chrone, CG Auxiliary

▲ CEREMONIAL CARE Coast Guard Commandant Adm. Thad Allen stands witness as the ceremonial honor guard renders honors at the funeral of Adm. John Kime.

◀ ON THE JOB In an undated photo, former Commandant Adm. John Kime listens during a meeting. As the 19th Coast Guard Commandant, Adm. Kime was a maritime safety and environmental protection stalwart.

Rebuilding the Gulf Coast



Photo by PA2 NyxoLyno Cangemi, 8th Dist.

▲ **NEW HOME** Coast Guard members stationed at Integrated Support Command New Orleans prepare to raise the unit's flags during a dedication ceremony in New Orleans Oct. 6. The ceremony was held to commemorate the relocation of the ISC after Hurricane Katrina destroyed their previous building more than a year ago.

More than \$266 million allotted for units damaged by Hurricane Katrina

Story by PA3 James Harless, 8th Dist.

More than a year after Hurricane Katrina struck the Gulf Coast, residents continue to rebuild their lives in the new normalcy they face each day. Mothers, fathers, children, all live in a world very different from the one they had before the hurricane entered their lives. In addition to rebuilding their own personal lives, members of the U.S. Coast

Guard have been working diligently to restore the stations they once worked. Every Coast Guard unit along the coast felt the impact of Katrina in some way.

"CEU Miami has been allotted more than \$266 million for alteration and capital improvement projects for the units damaged by Hurricane Katrina," Mary Ankers, Shore AC&I program manager in the Office of Civil Engineering at Coast Guard Headquarters, said.

Here is a look at the rebuilding

projects taking place in the Gulf Coast's 8th District:

Station Venice, La.

The station currently operates out of interim facilities, including their galley, mess deck, office and bunkhouse. Renovation costs are estimated at more than \$3 million. Work is scheduled to begin in October with an estimated six month construction period.

Station Grand Isle, La.

The station is operating out of temporary facilities until renovation is complete in October. More than \$4 million was invested into the Family Housing Renovation project with the first unit completed in August, and the final completion set for Feb. 7, 2007.

Air Station New Orleans

The Coast Guard has spent just under \$1 million on reconstruction, which is scheduled to be completed in November.

Sector Mobile, Ala.

Base-wide hurricane repair projects are 80 percent complete. A project to replace the engineering building has been awarded to contractors, and CEU Miami is currently awaiting building design proposals.

Station Gulfport, Miss.

Hurricane Katrina destroyed station Gulfport, and demolition of the station's pier is underway. Personnel are working from interim facilities, and more than \$20 million has been allotted for station relocation and building projects. Once underway, construction of the new station is estimated to take between 24-30 months.

Sector New Orleans

More than \$17 million has been secured for reconstruction costs, and an execution proposal has been submitted. If approved, facility construction is estimated to last 24-30 months.

ISC New Orleans

Coast Guard Integrated Support

SPAR Pioneer leaves legacy after 107 years



Capt. Dorothy C. Stratton, the first female officer to serve in the Coast Guard Reserve, died in West Lafayette, Ind., Sept. 17 at the age of 107. With World War II looming in June 1942, she took a leave of absence from Purdue and joined the Women Appointed Volunteer Emergency Service (WAVES), otherwise known as the Naval Women's Reserve. She received her commission in the Navy as a lieutenant after completing the first

WAVES indoctrination class at U.S. Naval Training Station at Smith College, Northampton, Mass.

While serving as Assistant to the Commanding Officer of the Radio School for WAVES in Madison, Wis., Lt. Stratton was summoned to Washington, D.C. On Nov. 23, 1942, the president signed an amendment to Public Law 773, thereby establishing the Coast Guard Women's Reserve. Newly promoted Lt. Cmdr. Stratton was sworn in as its director just a few hours later, simultaneously becoming the first woman officer accepted for service in the history of the Coast Guard. She coined the term SPAR for the new women's reserve after the service's motto, "Semper Paratus — Always Ready."

"Captain Stratton was ahead of her time," Adm. Thad Allen, Commandant of the Coast Guard, said.


"Her pioneering spirit and dedication to duty continue to serve as a model for men and women throughout the Coast Guard today. She was a shining example of inspirational leadership and pride during a very dark and difficult time in our country's history. We will forever be grateful for all that she has done for our nation and our Coast Guard. Our heartfelt condolences are with her family during this difficult time."

Command New Orleans received more than \$90 million in supplemental Acquisition Construction and Improvement funds. Facilities Design and Construction Center (FD&CC) currently is completing the master plan and request for proposals for the design and building contract and will issue the contact once construction funding is received. Construction duration for this project is estimated at 30-36 months.

Additionally, all project work is near completion for:

- Station New Orleans

- Station Pascagoula, Miss.
- Communication Station New Orleans
- Aviation Training Center Mobile, Ala.
- Station Dauphin Island, Ala.
- Aids to Navigation Team Dulac, La.

The enormity of the rebuilding job is still evident one year after Hurricane Katrina made landfall as clean up of more than 95,000 square miles of devastation continues. But Coast Guard personnel continue their missions, continue to rebuild and continue to serve the people of the Gulf Coast region. 



Navy Times' Coast Guardsman of the Year

Story and photo by PA2 Susan Blake, USCGR

GOOD SAMARITAN YN2 Jeff Jackson, Integrated Support Command New Orleans, stands in front of the Claiborne Avenue Bridge, the site where he pulled a New Orleans police officer from a sinking car. Jackson was named the Navy Times' Coast Guardsman of the Year for 2006 for saving four people in two separate automobile accidents over a four-day period and for his personal commitment to volunteerism.

Jarvis crew devotes downtime to Oahu organizations

The call to service is a mainstay of service in the Coast Guard. Due to the humanitarian nature of our service, this call often extends beyond mission requirements and applies to service to the local community.

The crew of the Jarvis has taken advantage of an extended in-port period and truly embraced the call to serve by dedicating over 1,400 hours to Oahu charities and organizations over the past 10 months.

The enthusiasm and positive attitude of a handful of dedicated volunteers was contagious. More than 60 percent of the crew has participated in community service activities. As a result of the unit's strong volunteer recruiting program, hundreds of children have been mentored, thousands of meals have been served and countless loads of trash have been removed from local beaches.



For example, during the 2005-2006 school year, more than 40 crewmembers volunteered with the Partnership in Education program and filled roles as tutors and teacher's aides at Waipahu Elementary. Jarvis volunteers also served meals, sorted donations and worked with children in the classroom at the Institute for Human Services in Honolulu.

Volunteers were mentors for the Big Brothers/Big Sisters 'Tennis Buddies' program and others helped coach local sports teams. In addition to these organized volunteer activities, the Jarvis crew hosted drives resulting in the collection and donation of over 2,000 canned food and toiletry items to the local homeless shelter.

An old adage warns that "ships and sailors rot at the pier," but crewmembers of the Jarvis have demonstrated otherwise.

The crew has chosen to, as the old song goes, "accentuate the positive, eliminate the negative" through sustained service that has strengthened and fostered the bond between the local military and civilian communities.

Story by Lt. j.g. Mariette Millson, CGC Jarvis

Most people live a lifetime and are never faced with a life threatening situation. Even those in a lifesaving service spend their careers never having an opportunity to save a single life. For YN2 Jeff Jackson of the Integrated Support Command in New Orleans, he faced a life-or-death circumstance not once, but twice in four days, saving four people in two separate automobile accidents. For his heroic efforts and commitment to volunteerism, Jackson was named this year's Navy Times Coast Guardsman of the Year.

"I can't stand to sit on the sidelines," Jackson said.

Jackson's heroics began Oct. 30, 2005, when he spotted a car in his rear view mirror rapidly bearing down on him. The speeding car suddenly swerved onto the shoulder then swerved back across the highway in front of Jackson, who pulled to the side of the highway and watched as the driver lost control and the vehicle rolled over onto its side.

Jackson raced to the scene, entered the vehicle through a shattered rear window, cut a mother and her two kids from their seat belts and pulled them to safety.

Four days later, Jackson was involved in another harrowing event while fishing in New Orleans' Industrial Canal near the ISC building with Fireman Ben Nishimoto and DC3 Chris Ybarra.

The three watched as news crews drove up to the Claiborne Avenue Bridge and filmed where the levees had broken. The mid-section of the bridge had been moved to the up position after Hurricane Katrina.

"Around 12:45 a.m., we saw a sedan go up there, and he just kept going," Jackson said. "We were in awe. For a split second we just said 'whoah!' The guy just went straight into the ICW (Intracoastal Waterway)."


Jackson told Nishimoto and Ybarra to call 911. After making the call, the two picked up an EMS pack and Seaman Antonio Diaz from the ISC parking lot. When they returned, they found Jackson had persuaded an oyster boat captain to help.

When they arrived at the accident site, they found the vehicle partially submerged. "I could still see the lights of the car beneath the water," Diaz said.

Fearing the worst, Jackson and Nishimoto went into the debris-filled water, dodging vessel traffic to rescue the man. "His foot was caught on the vehicle, and it was going down. I managed to free the man's foot and cradle him with one arm while I swam to the bridge beams where Nishimoto met us," Diaz said.

"I've read about some of these people selected by the Navy Times before," Lt. Cmdr. Daryl Schaffer, the ISC Force Optimization Training branch chief, said. "They're hot stuff. We started writing things down about Jeff, and we said 'hey, maybe he's got a chance.'"

Jackson's service has proven invaluable to the ISC. Not only is he a qualified Critical Incident Stress Management counselor for small boat stations in the area, he also volunteers for programs such as First Book and has helped to rebuild homes destroyed by Hurricane Katrina.

Jackson attributes his selfless actions to his parents. "They brought me up to always help people." 

Unimak Reunion

Shipmates slated to gather in Cape May

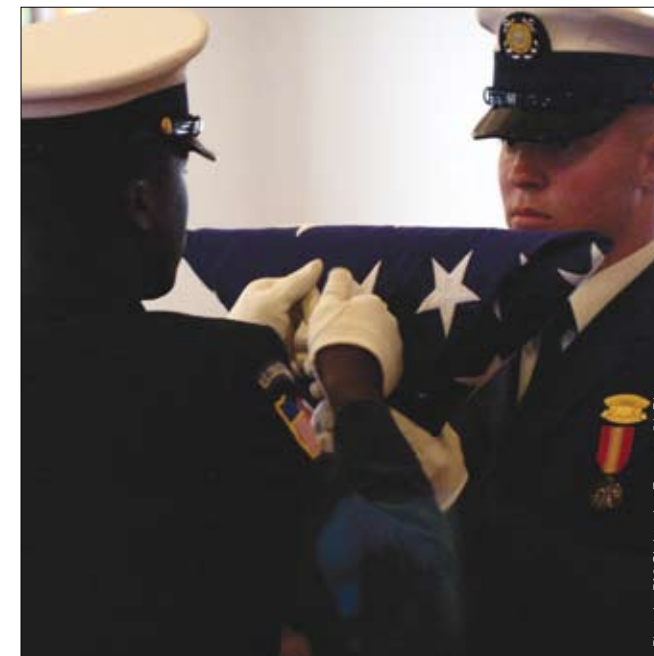


The 2007 reunion for members of the CGC Unimak is scheduled for March 29 through April 1, 2007, at the Congress Hall hotel in Cape May, N.J.

Event organizers have filled the four-day event with activities for the whole family, including the chance to attend recruit basic training graduation, hospitality reception and formal banquet. Cost is \$85 per

person, and a special room rate is being offered by the Congress Hall hotel.

For complete details, visit the Unimak Web site at www.unimak379.org. For more information or to register, contact either John Cadarette at (860) 376-5452, email: cadmando@myeastern.com; or Eric Heald at (518) 965-9938, email: eric.heald@verizon.net.



▲ HONOR BESTOWED Two body bearers with the Coast Guard Ceremonial Honor Guard fold a flag for William Charles Bowser, the last surviving member of the Pea Island, N.C., Lifesaving Station, at a memorial service July 15. Bowser passed away June 28 at the age of 91. "Mr. William C. Bowser was one who served his country admirably in a number of ways; as public servant, educator and as a Coast Guard lifesaver," Rear Adm. Stephen Rochon, commanding officer of Maritime Logistics Command Atlantic, said. Rochon, a friend of Bowser, delivered remarks at the memorial service.



Dunk Fan basketball tournament honors the memory of BM3 Brian Colletti

▲ A MOTHER'S LOVE Lynda Simmons looks up at the retired basketball jersey of her son Brian E. Colletti, draping the halls of his former high school. Colletti, a petty officer with the U.S. Coast Guard, was shot and killed while home on leave July 25, 2004. Simmons established a scholarship fund and co-ed basketball tournament in his honor in an effort to promote peace.

Story and photos by
PA3 Christopher Evanson, 5th Dist.

The Northwood Temple Academy gymnasium is usually a quiet place in the summer. But on this warm August day, the gym is flooded with a familiar beat: the squeal of high tops dancing on the shiny wood floor accompanied by the “swish” of snow-white nets hanging from the rim.

On Aug. 5, Coast Guardsmen from Station Atlantic Beach, N.C., and Sector Baltimore competed to raise money for the Brian E. Colletti Memorial Endowment Fund. Colletti, a 24-year-old BM3 stationed in Ocean City, Md., was shot and killed while on leave July 25, 2004. The annual basketball tournament provides a scholarship to attend Northwood Temple Academy, where only eight years

earlier, Colletti was setting picks and draining free throws for the Eagles.

For those who knew him, Colletti was more than a friend. He was a big-brother, a part of the family. Always gleaming with a smile, Colletti lived life to have fun, not to get downcast by the trivial things that bog people down, said his mother Lynda Simmons.

It was July 22, 2004, when Colletti's request for leave was approved. Shortly thereafter, he was on the phone with his mother letting her know he was on the road and would soon be pulling up to the house he called home since he was six years old.

Colletti and his mother had lunch the following day, and he left as quickly as he had arrived. He was on his way to hang out with friends at the beach for a few days before spending the rest of his leave with his mother.

It was still a few hours before sunrise, when the phone rang. It

was 4:02 a.m. and surely nothing good happens that early. BM3 Brian E. Colletti was dead. Killed at the hands of an 18-year-old.

“I remember the night Brian died vividly,” Simmons said. “I couldn't sleep for some reason and I didn't fall asleep until 2:20 a.m.” In a twist of fate, Colletti's time of death was determined to be 2:20 a.m.

Colletti was in Wilmington, N.C., enjoying the nightlife with buddies. A Wilmington Police Department report indicates that a vehicle with several men approached and cornered Colletti for reasons unknown. A verbal dispute was followed by the piercing sound of a gunshot. Colletti was shot point blank in the chest with a handgun.

In the months following his death, Simmons wanted to celebrate her son's life. But how? Knowing her son's passion for basketball, she contacted the high school and pitched the idea of a basketball tournament in Brian's


name. With the help of sponsors and the use of school facilities, she created Dunk Fan, a three-on-three basketball tournament. All proceeds raised go toward the Brian E. Colletti Memorial Endowment Fund, which provides a yearly scholarship for one student to attend the private high school Colletti attended.

“I don't want people to remember Brian as a victim, I want people to remember him as someone who loved people, loved life,” Simmons said.

The gym is small, but the adoration of Colletti is heavy. A number 22 basketball jersey adorns the wall to honor Colletti.

“When I started Dunk Fan, I was built up with a lot of anger and frustration, but to see the love and support generated from it is so positive,” Simmons said.

Two men were indicted on charges of murder and accessory to the fact. The shooter pleaded guilty to 2nd degree murder and was sentenced to 18 years in a North Carolina correctional facility. The accomplice was later released after striking a plea bargain.

Simmons' major theme for the basketball tournament is embracing peace. For the Coast Guard, it's saving lives. Perhaps with the tragic loss of Colletti's life, more can be saved in the process. 



▲ REMEMBRANCE A memorial for slain BM3 Brian Colletti was on display at the 2nd annual Dunk Fan Basketball Tournament held at the Northwood Temple Academy in Fayetteville, N.C., Aug. 5. The tournament was created to honor Colletti, who was shot and killed in Wilmington, N.C., July 25, 2004, while on leave from his duty station in Ocean City, Md.

The “art of the possible” on display at Innovation Expo 2006 in Tampa

Story by PA2 Judy Silverstein, USCGR

For six years, the Coast Guard's Innovation Council has showcased emerging technologies and whiz-bang gadgetry for the operational environment. This year's Innovation Exposition held in Tampa, Fla., June 26-28 was no different.

Science and technology, graphics and digital displays merged into a blend of creativity, ingenuity and research as one strolled past nearly 250 booths, watching demos, attending seminars and pausing to ask questions. Talks on preparedness highlighted this year's conference theme. Representatives from the Coast Guard's Leadership and Development Center, Homeport and Deepwater Project, stood side-by-side with counterparts from agencies such as Customs and Border Patrol, as well as maritime industry, to demonstrate an array of technology prime for Coast Guard missions.

From “deck plate” Coasties to engineering officers, contractors and foreign military officers from far-flung places such as France and Japan, the Tampa Convention Center was a frenzy of idea sharing.

“What we saw was a convergence of ideas and future technology,” Vice Adm. D. Brian Peterman, Commander, Atlantic Area, said. “It offered the chance to open dialogue about ways to share technology and information amongst some of the world's maritime forces.”

In a booth hosted by the Acquisition Directorate, visitors were transfixed by quickly changing data gathered from Automated Information Sensor technology. Voiceless data transmitted live from the Port of Miami served as an example of improved maritime technology in an era of heightened homeland security concerns.

On the final day, Coast Guard Commandant Adm. Thad W. Allen was accompanied by Deputy Secretary of Homeland Security, Michael Jackson. The pair visited booths, listened to presentations and even climbed aboard a SAFE boat to experience firsthand improvements such as shock-absorbing seats and ammunition-resistant foam.

For innovation award winner Seaman Adam Reed from Seattle, the week was a whirlwind. First, there was breakfast with a number of Coast Guard Master Chiefs. Then, there were all sorts of chances to try new equipment, culminating in an awards ceremony.

“It really has been exciting,” Reed said. Just several days prior to his transfer to Petaluma, Calif., for Information Technology “A” school, the 23-year-old married father of three was honored for his invention to test the lights on boat trailers.

That is exactly the kind of achievement the Innovation Council celebrates — Coast Guard men, women and units who match needs to solutions. From designing metrics to improve accountability and reduce redundancy and waste, to equipment designed with field input, the nominations tell the story of unbridled creativity.

“When you talk about the Coast Guard's inherent cultural ability to innovate, you get to the heart of the Coast Guard,” Jackson said. “The culture of the Coast Guard is the most powerful tool the DHS has.” His sentiments were echoed by Allen.

“We have a courageous, organizational DNA,” he said. “I cannot be more proud to be your Commandant.”

Would-be inventors and tinkerers will have a little more time to map out innovations, say organizers who tentatively have the next Innovation Expo slated for October 2007.

“Innovation is the art of the possible,” Vice Adm. Robert Papp, Master of Ceremonies, said as he steered the 2006 event to its conclusion.

Sea swap: Coastie photo finds way into Navy recruiting ad

Story by Patricia Kime, Navy Times



Inquiring minds want to know: Was it an advertising gaffe or a Freudian slip — a sign, perhaps, that the Navy is a wee bit envious of the Coast Guard? The Navy’s newest magazine ad campaign features a photo of a serviceman on a Sikorsky helicopter, searching a flooded New Orleans for Hurricane Katrina victims last year. The photo was taken the first day of the rescue effort and dispatched worldwide by The Associated Press and the Defense Department.

The problem is, the person pictured isn’t in the Navy. He’s Coast Guard AET1 Shawn Beaty. The picture was taken by PA2 NyxoLyno Cangemi. And the helicopter the pair were in is a Coast Guard HH-60 Jayhawk from Air Station Clearwater, Fla.

The “Navy” ad appears in the October issue of Popular Science magazine and six other publications. It encourages parents and mentors to steer young people toward the Navy, where they can “provide aid to victims of natural disasters, fight sea piracy and defend freedom everywhere.”

“The Coast Guard has the best people and the greatest missions, and we’re gratified the Navy recognizes that,” joked Cmdr. Jeff Carter, a Coast Guard public affairs officer and former Navy enlisted submariner, after seeing the ad.

The Navy is trying to determine how such a photo ended up in an expensive recruiting campaign.

“[We’re] not yet sure how we ended up with a Coast Guard photo, but we’re looking into it and are taking steps to revise the ad,” said Lt. Cmdr. Lisa Braun of Navy Recruiting Command in Millington, Tenn.

Braun said that the Navy was able to pull the ad from nine publications after learning of the error, but that it would appear in forthcoming issues of seven magazines because their deadlines had passed.

Word of the blunder spread quickly among members of the smaller sea service, who often are derided as “shallow-water sailors” or “puddle pirates” by their Navy counterparts.

Beaty, now stationed in Kodiak, Alaska, said he’s been flooded with e-mails from friends and fellow Coasties and admits to finding it amusing.

“I saw quite a few Navy helicopters when we were flying over New Orleans. They did a good job out there, too,” he said, diplomatically.

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PARTNERS IN EDUCATION Members from ISC Seattle accept the Collaborative Partnership in Education program award with students from Hawthorne Elementary School in Seattle, June 20. Pictured with students are (back row, left to right): FS1 Ahren Weingarten, Seaman Jaysen Aumick, Lt. Cmdr. James O’Connell, YN2 Jeremy Bruner, FSC Eric Grantham and Lt. Alonzo Alday; (front row): Capt. John Odell, Capt. William Belmondo, Terri Dickerson (from Coast Guard Headquarters), Cmdr. Daryl Garvin, and PIE program manager Tina Calvert.

Coast Guard SUDOKU

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Fill in the blank spaces in the grid so that every vertical column, every horizontal row and every 3 x 3 box contains the letters C-O-A-S-T-G-U-R-D, without repeating any. The solved puzzle can be found in the online version of Coast Guard Magazine at www.uscg.mil/magazine.

Air Station San Francisco

Golden Gate Guardians

Story and photo by PA2 Rachel Polish, USCGR

Air Station San Francisco is one of several unique duty stations in the Coast Guard. Completed on February 15, 1941, and originally operating only fixed-wing aircraft, the station has a special place in Coast Guard history as one of the first air stations on the west coast.

Air Station San Francisco is located at the San Francisco International Airport, approximately 14 miles south of San Francisco. The air station is comprised of seven buildings and 24 acres alongside the Pacific coast. There are approximately 87 crew onboard, including three civilians. The crew works very closely with the airport, responding to emergencies and providing support.

The first helicopters arrived at Air Station San Francisco in 1947 and have been a continuous fixture for the past six decades. The dedicated team of pilots, flight mechanics, rescue swimmers and support staff are responsible for 300 miles of coastline from Point Conception to Fort Bragg. Besides search and rescue, homeland security, maritime law enforcement, environmental protection, aids to navigation, logistics and cliff rescue are among its missions.

“People that are here are really happy to be here,” said Lt. Gregory Barbiaux, a pilot at Air Station San Francisco. “There is definitely



▲ HOVERING HELP An HH-65 Dolphin helicopter from Coast Guard Air Station San Francisco participates in a mock rescue drill over San Francisco Bay.

more landscape variety, and anything you could ever want to do is within a two-hour drive.”

Having such a beautiful and varied backdrop in which to work also creates unique weather and topographic challenges. The fog is often so low it engulfs the Golden Gate Bridge. Coast Guard helicopters are permitted to fly under the bridge and only the most skilled of pilots are able to perform such a task.

“There are areas that are always clear and areas that are nearly always foggy. You deal with what you are given, but our crews are prepared to handle such conditions,” Barbiaux said.

Nestled among breathtaking scenery, San Francisco is a culturally diverse and vibrant area known for its restaurants, tourist destinations, street festivals, temperate climate and “anything goes” attitude. Wineries in Napa Valley or Sonoma, redwood tree lined trails, monstrous waves at Mavericks, roller coasters at Paramount’s Great America or Six Flags Marine World and Al Capone’s former cell block at Alcatraz are all within an hour of San Francisco.

Housing: The cost of living is high; however, government housing is available in several locations within driving distance of the air station. There are no barracks. The BAH allowances are among the highest in the country.

Facilities: The NASA Ames facility, approximately 25 miles from the air station, includes a full-service commissary and exchange. Travis Air Force Base, in Fairfield, Calif., also has a commissary, exchange and hospital.

Education: San Francisco State University, Stanford University, University of California, Berkeley, California State University, East Bay and San Jose State University are a short distance from the air station. Columbia College, based on Coast Guard Island in Alameda, Calif., offers associate and bachelor’s degrees through online and on-campus learning.

Weather: The Bay Area is famous for its microclimates. It can be foggy in one location and warm and sunny five miles away. The average temperature in winter is the low 50s and ranges to the high 60s in the summer. The winter months are wettest, averaging three to four inches of rain each month. Fog will often hover near the coastline, but usually burns off before the afternoon.

Following Seas

“Five years ago, this date — September 11th — was seared into America’s memory. Nineteen men attacked us with a barbarity unequaled in our history... Yet on that awful day, we also witnessed something distinctly American: ordinary citizens rising to the occasion and responding with extraordinary acts of courage... Throughout our history, America has seen liberty challenged, and every time, we have seen liberty triumph with sacrifice and determination... We will defeat our enemies. We will protect our people. And we will lead the 21st century into a shining age of human liberty.”

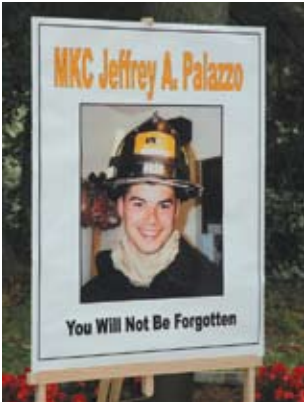
— President George W. Bush
Presidential Address to the Nation, Sept. 11, 2006

“September 11th remains a defining moment in our personal lives and in the history of our country... And I think we ought to consider the shining example that comes out of that day, as well as the clear warning of what lies ahead if we do not continue to build our safety and security here in the United States.”

— Michael Chertoff,
Secretary of Homeland Security
Georgetown University Remarks
Sept. 8, 2006



MKCS Chris Falcone, a quality assurance evaluator at TRACEN Yorktown, reflects on the loss of his friend and shipmate, MKC Jeffery Palazzo, during a 9/11 memorial service, Sept. 11 at TRACEN Yorktown. Palazzo, a Coast Guard Reservist in New York, was a full time firefighter who lost his life saving others at the World Trade Center on Sept. 11, 2001. Falcone and Palazzo were stationed together at Coast Guard Station Chatham, N.Y. Falcone coordinated the ceremony, which included the reading of letters from Palazzo’s wife and FDNY Rescue 5, and the laying of a wreath at 10:28 a.m. (the time of the falling of the second tower).



DUTY

Duties are not performed for duties' sake, but because their neglect would make the man uncomfortable. — Mark Twain



MORNING REFLECTIONS

Sunrise reflects off an HH-65C Dolphin helicopter at Air Station Houston, Texas, June 9. The air station received four new charlie model helicopters; the first one arrived in May.

Photo by PA2 Adam Eggers, PADET Houston, Texas